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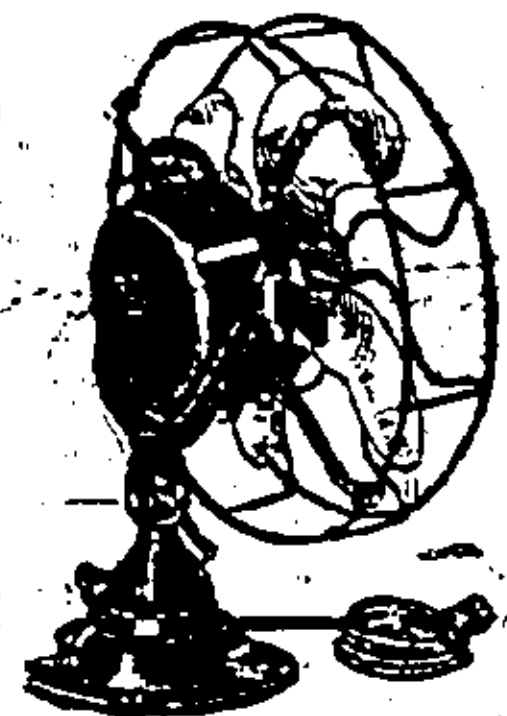
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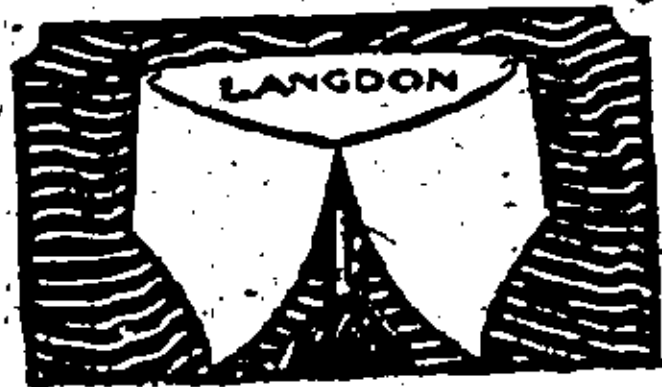
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LATEST PATTERNS
OF
GENT'S SILK NECKTIES

WITH HANDSOME DESIGNS
ATTRACTIVE COLOURS.

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The Newest of the New

SOLD BY

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ERVEN LUCAS BOLS

BOLS GENEVA & BOLS DRY GIN.

OBTAINABLE AT:

CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

EXPERIENCE

has taught us that it is wise
WHEN BUYING A WATCH
to consider quality before price.
We have a stock of Pocket and
Wrist Watches of quality
THAT SATISFIES!

J. ULLMANN & CO.

10, Queen's Road, Tel. 120.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

REPARATIONS RESUFF.

IMPERIAL GERMAN GOVERNMENT RESIGNS.

SUPREME COUNCIL'S ULTIMATUM.

Berlin, May 4.

In consequence of the United States reply to the German note the Imperial Government has resigned but consented to remain in office temporarily.

Berlin, May 4.

It is officially denied that Germany has made a new offer to the Allies.

ULTIMATUM SIGNED.

London, May 5.

The Supreme Council ultimatum to Germany has been signed and will be handed to the German Ambassador to-day. It makes reference to disarmament and the punishment of war criminals. The ultimatum expires at 10 o'clock on the night of May 11.

METHODS DISCUSSED.

London, May 5.

The supreme Council, whose conference was unexpectedly prolonged until to-day, discussed in the afternoon with members of the Reparations Commission the method and time for payment of reparations. The Commission has decided to adopt the methods of payment approved by the Supreme Council and notify them to Germany. Late last night the English version of the agreement was signed.

"MUI TAI"

ANOTHER QUESTION IN PARLIAMENT.

London, May 4.

In the House of Commons, replying to a question why the mui tai system was countenanced in British Hongkong seeing that it had been declared illegal in China, Sir Kingsley Wood, promised to enquire from the Governor what the position was as regards the transfer of a mui tai from one household to another.

SINN FEIN OUTRAGE IN GLASGOW.

POLICE ESCORTING PRISON VAN ATTACKED.

London, May 4.

Sinn Feiners in Glasgow attacked police escorting a van to the prison. They shot an inspector dead and wounded a detective. The assailants escaped.

EMPIRE WAR MEMORIAL.

£2,000,000 SHRINE TO BE ERECTED AT WESTMINSTER.

London, May 4.

A model of the empire war memorial shrine to be erected at Westminster was exhibited to-day at the offices of the Empire War Memorial League. The cost is estimated at £2,000,000, of which £500,000 has been subscribed. It is proposed to start a ten shilling fund and a special appeal to women. The shrine resembles a cathedral in the form of a Greek cross measuring 300 feet each way and will contain 78 chapels which may be dedicated to various regiments.

AUSTRALIAN CRICKETERS.

London, May 4.

The Australians made 18 runs for no wickets playing Lionel Robinson's Eleven at Atherborough. There was only twelve minutes play to-day owing to rain.

PHILIPPINE TRIBES FIGHT.

London, May 4.

Following the killing of one officer and three troopers of the Philippine constabulary by the Moros near Taglibi Island, Salu Troopers pursued and almost wiped out their assailants. Ninety were killed, including the fanatic leader.

AMATEUR TENNIS CHAMPIONSHIP.

London, May 4.

In the amateur tennis championship challenge round at Queen's Club Baccin beat Cotting 6-3, 6-4, 6-4.

OVER TWO MILLION OUT OF WORK.

London, May 4.

In the House of Commons, the Rt. Hon. Mr. Macnamara announced that 2,263,350 unemployed were registered on April 22.

COAL SHORTAGE.

PUBLIC LIGHTING OF TOWNS REDUCED.

London, May 5.

The Government has prohibited owing to the coal shortage public lighting by gas or electricity in towns below 5,000 inhabitants except as far as necessary for police purposes. In larger towns public lighting must be reduced to 25 per cent of the normal. Power for tramways must be reduced by 25 per cent.

HASTINGS BY-ELECTION.

COALITION UNIONIST ELECTED.

London, May 5.

In the Hastings by-election, Lord, Eustace Percy (Coalition Unionist) polled 11,685; Mr. Davies (Labour) 5,437, and Mr. Blackman (Liberal) 4,245.

THE DOLLAR.

Today's closing rate 2/6 5/8
Today's opening rate 2/6 5/8

S.S. "WENATCHEE"

NEW ADMIRAL LINE
STEAMER.

TO ARRIVE ON MAY 12.

The Admiral Line steamer s.s. "Wenatchee," which was due to arrive here on May 1, has been unavoidably delayed at Yokohama on account of minor repairs and the local office has just received advice to the effect that the vessel having been completed, the vessel departed from Yokohama on the 3rd and is due here on May 12. She will depart from Hongkong for Manila on the 14th and is scheduled to arrive in Hongkong from Manila on the 20th leaving for Seattle and Victoria via Shanghai Kobe and Yokohama on the 21st.

The "Wenatchee" is the first of a fleet of five vessels to be operated by the Admiral Line, the others being the "Keystone State," the "Bay State," the "Silver State" and one as yet unnamed.

"LAST WORD IN LUXURY."

NEW LINER DESCRIBED.

Originally designed as a hospital ship for war service the "Wenatchee" was constructed by the New York Ship-building Corporation at a cost of eight million dollars—nearly as much as the "Leviathan" (formerly the "Vaterland"), although the latter is four times the size of the new vessel. Her silver dining set cost \$52,000 and her furnishings, all told, cost more than those of the "Lusitania."

The "Wenatchee" and her sister ships are the largest vessels that have been built in America since the launching in 1904 of the "Mongolia" and "Manchuria" which were both turned out at Camden, New Jersey. The length of the new liner is 535 feet, her displacement being 21,167 tons, her dead weight 12,000 tons and her gross registered tonnage 13,500 tons. She is an oil burner fitted with 12,000 h.p. turbines, on twin screws, which are capable of sending her along at 20 knots an hour, her steaming radius being 11,000 miles. The "Wenatchee" has a beam of 72 feet with a depth of 50 feet and a 30-foot draft. Her berthing capacity is 258 first cabin and 300 steerage passengers while she can accommodate approximately 10,000 tons of cargo.

Rooms that are electrically as well as steam heated and are fitted up with walnut furniture, thermos flasks and private baths; sumptuous bridal suites; porches embellished with French windows; rubber tiled floors; a tea room and a verandah cafe; an open air swimming pool 10 feet deep; a glass enclosed promenade—these are some of the features that have gained for the "Wenatchee" the description of "the last word in luxury."

ALONGSIDE TOO SOON.

HARBOUR RULES BROKEN.

When the s.s. "Yangtze Kiang" arrived in the harbour yesterday afternoon two Chinese cargo boats and a Chinese passenger boat went alongside the vessel before the police had made their inspection and had given the necessary permission. By doing so they contravened one of the most important of the regulations framed for the maintenance of discipline in the harbour and accordingly, at the Marine Court this morning, the mistresses of the cargo boats, Cheung Sap and Lai Sam, and the steerman of the passenger boat, Li Ping were prosecuted before the Marine Magistrate (Lientenant, Conway - Hake R.N.R.) All of the defendants pleaded guilty and the cargo boat mistresses whose first offence it was, were fined \$15 with the alternative of a fortnight's jail. Li Ping had figured in the Marine Court before and in his case the penalty was increased to \$25 or one month's imprisonment with hard labour.

OBSTRUCTION HARBOUR.

JUNK MASTER FINED.

For anchoring his junk in Sulphur Channel, and thereby causing an obstruction in the harbour, a Chinese named Pang San San was fined at the Marine Court this morning. The defendant, who pleaded guilty, gave the explanation that he was taking in cargo by means of a small boat which was going to and from the shore. The Magistrate (Lientenant Conway Hake, R.N.R.) imposed a penalty of \$5, in default seven day's imprisonment.

BUSINESS NOTICES

Palm Beach Suits.

Just Received
our new
Stock,
of the most
popular
Wash Suit
in the
Colony.

Extra
Trousers
as required.



The only
Store
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genuine
"Palm Beach"
Suits.
Present
shades
Cream, Fawn,
Grey and
Brown.

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Men's Wear Specialists.

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WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road.

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HOUSEHOLD COAL

On and after November 1st, 1920, until further notice, we are prepared to accept orders for **HOUSEHOLD COAL** re-screened in Hongkong at the following prices:—
Delivered to Peak District (above Bowen Road), \$22.00 per ton.
Bowel Road and Lower Levels and Kowloon, \$21.00 per ton.

TERMS: CASH WITH ORDER.
(CHEQUES PAYABLE TO "RAILWAY MINING ADMINISTRATION")

KAILAN MINING ADMINISTRATION

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AGENTS: DODWELL & CO., LTD.
HONGKONG

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JAMES STEER
THE CHRONOMETER AND WATCH MAKER
(Contractor to H.M. Naval Yard.)
8, 10, "HOUSE STREET, HONGKONG.

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DISS BROS.
TAILORS
ALEXANDRIA BUILDING,
TEL. 2343.

DONNELLY & WHYTE.
WINE MERCHANTS.

Tel. 636.

Tel. 636.

PORTABLE HOUSES

FIRST APPEARANCE IN HONGKONG.

Storm Proof

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Sun Proof

A STAUNCH SUMMER HOUSE UNEXCELLED FOR
TOURISTS and OUTING PARTIES.
PRICES: \$170.00—\$370.00

COME BEFORE OUR LIMITED STOCK IS EXHAUSTED.

THE SINCERE CO., LTD.
"FURNITURE DEPT."

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY, May 6, 1921,

at their Sales Rooms, Duddell Street,

A Large Quantity of

Valuable Household Furniture

Comprising—

Teak bedstead with bevelled mirror,

Chesterfield Couches, Armchairs, Roll

top desk, writing table, card table, Oil

paintings, Pictures, Electric table lamp

and fans, Carpets, Vases and Ornaments,

etc.

Teak dining table and chairs, side-

board, dinner wagon, ice chest, tea

table, cutlery and glassware, etc., etc.

Double brass mounted iron bedsteads,

teak wardrobes, dressing table, chest-of-

drawers, toilet, crockery, lace curtains,

etc.

Also

A few pieces of Blackwood-ware.

And

1 Cottage Piano.

2 Gramophones with records.

1 Wardrobe Trunk.

On view from Thursday, the 5th inst.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, May 3, 1921.

on

MONDAY, May 23, 1921,

commencing at 10.30 a.m.

at the Premises of the China Mining &

Smelting Co. Ltd. LOWU,

The Plant of the above

mentioned Company.

Comprising all the Machinery,

Tools, Spares, etc.

(To be put up in one Lot. Should the

property be not disposed of in this

manner, the plant will be sold

piecemeal).

Terms: Cash on delivery.

N.B. Intending purchasers can

travel by the train leaving Kowloon, at

8.15 a.m. and can return by the train

leaving Sun Chuen at 11.40 a.m.

Inspection orders may be had on

application to the undersigned.

LAMMERT BROS.,

Auctioneers.

Hongkong, April 27, 1921.

It does not matter
what you send toDIAMOND'S
DYE WORKSdainty lace or heavy
clothes—they always
come back looking
as good as new.

CASSUM AHMED.

General Draper.
23 & 34, Wellington Street.
Branch 38, Nathan Road, Kowloon.
Phone 1462.

THE "CHINA MAIL."

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Communications relating to news should
be addressed to THE EDITOR.
Correspondents must forward their
names and addresses with any communication
addressed to the Editor, not necessarily for
publication but as evidence of good
faith.All matter for publication should be
written on one side of the paper only.Letters relating to business should be
addressed to THE MANAGER.Rate of subscription to "The China Mail" is
\$36 per annum; per quarter and per month
"pro rata".Orders for extra copies of the "China
Mail" should be sent as soon as possible as
the supply is limited. Cash 10 cts. Credit
50 cts. per copy.The "China Mail" is delivered free at
subscribers in Hongkong and Kowloon.Postage is charged at the rate of fifty
cents per month.Date of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copy twenty-
five cents each.Alterations and additions to advertisements
on Pages 2, 3, 6, 7, 8 and 9 should be
sent to the Editor, No. 6, Wyndham
Street, not later than 11.30 a.m.Alterations and additions to advertisements
on Pages 1, 4, 5 and 10 should be
sent not later than 1 p.m.New advertisements should be sent in
before 2 p.m.Advertisements and Subscriptions which
are not ordered for a fixed period will be
continued until countermanded.Mailing Address: "The China Mail,"
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Telephone No. 22.

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BE WITHOUT THEM.JUST received a large Consignment
of (1) LACTOGEN the most effective
food for Infants which keeps good in
quality during Hot weather. (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of Infants and Drapery (3)
MILFORD-McGRATH FLU (INSEC-
TICIDE) the Best Fluid for destroying
Flies, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOHN CAHILL'S GOLDEN
FLEECE, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
houses.PRICES are Very Moderate. Inspec-
tion and Enquiries are cordially
invited.

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理代泰豐

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to buy

Fine art Jewellery

at

Bargain Prices.

Received Directly From

Switzerland.

Sale for 3 days only.

From 3rd to 5th May, 1921.

GRACA & CO.,

No. 10, Wyndham Street,
P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE TO ORDER.

CHERRY & CO.,

PEDDER STREET.

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 30, 1914.

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Successor to

the late SIEN TING,

14, D'Aguilar Street.

TERMS VERY MODERATE.

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THE NEW FRENCH REMEDY.

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ELECTRICAL APPARATUS FOR EVERY PURPOSE

Well-Lighted Shop

Is a Well-Patronized One

A well-lighted shop is an invitation to people to enter.
It is an attraction that impels people to your door. It is the
best and cheapest advertisement ever tried by a shopkeeper.
Purchasers like to come to a place of cheerfulness. Westing-
house Lamps produce this effect.Friends love to visit bright, cheerful, well-lighted homes.
Just install Westinghouse Lamps and see what a difference it
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CHINA TRADE.

PIECE GOODS MARKET.

GOVERNMENT INFORMATION BUREAU'S
REVIEW.

The most important factor in the business situation in China to-day is the abnormal drop in exchange after an abnormal rise during the war. Because of the advantageous exchange during the war and immediately after the armistice, China purchased large stocks of piece goods, and metal, as well as machinery. China's infant industries got their first teeth during this period. However, last summer exchange began to drop and by Chinese New Year it had reached the pre-war figure. But the prices of commodities have not come down proportionally with the drop in the exchange. The result is that goods which were purchased before the drop, but which have been coming to China from England and America during the past six months are no longer of a price suitable for the market. The Chinese merchants also find that exchange has been reducing their capital and that they are unable to take up their orders.

This situation has made itself felt most strongly in the piece goods field. For the ultimate consumer is reached more closely by the price of piece goods than by almost any other imported article. As the price of silver dropped the cost of piece goods went up until the merchants, who could not sell their wares, found themselves overstocked and money scarce and were unable to take up their contracts.

At this time also, the famine was affecting the purchasing capacity of five provinces. And the inability of the people of those provinces to purchase goods of any sort affected the purchasing power of all the other provinces. Added to these difficulties were the internal troubles of the land which although they do not have a tremendous influence upon commerce, cannot be altogether ignored. Commerce was interfered with to a large extent by political conditions in Kwangtung, Szechuan and Hunan, to which provinces it was difficult to ship goods from the great commercial centres of Shanghai, Hankow and Canton. The effect was that these markets became stagnant and piece goods being the most sensitive commodity, were the first to become unobtainable and the piece goods merchants were the first to request cancellations of contracts.

The volume of foreign merchandise without much experience in the local

market, insisted upon the Chinese taking up their obligations. When Chinese merchants pointed to the fact that during the war they had waited months, in some cases more than a year, for their goods, they were told that during the war they had made enormous profits on exchange transactions. These merchants, forced about two hundred piece goods dealers out of the market immediately and lost for themselves potential customers. Incidentally they often lost what they had put into the goods because the merchants disappeared, and the goods also. However, these cases are comparatively rare and only occurred among fly-by-night dealers with whom the larger and older firms would have no commerce.

The older foreign firms and the various chambers of commerce took steps to bring about an amicable solution of the problem. Wherever it was possible to cancel a contract, this was done. If the factory had not yet shipped the goods, there was always a way to bring about a cancellation in Europe or America. Most firms publicly insisted that cancellations were impossible, but ways were found to accommodate old and reliable customers. The result was that generally speaking the situation began to improve in March although not to an extent to warrant optimism as to the immediate future. Very few of the established houses figured in the Mixed Court in efforts to force dealers to stick to their contracts. However, last year there were about 1,000 piece goods dealers in Shanghai. Now there are about 800 and it is expected that some 200 more will disappear before the situation improves. Many of the dealers who have gone out of business were some of the small men who, it might have been expected, would fall before the first onslaught of hard times. But among the missing may also be found dealers of reputation who have spread themselves out too thinly and had failed to provide against the day when exchange would drop.

The prospects of improvement of the piece goods market depend largely, by upon factors outside of China. Should business conditions improve throughout the world, piece goods will improve in China. For should China's raw materials be moved out of her markets, the purchasing power of the people will be augmented and they will be able to buy piece goods. The opening of trade with Russia is likely to prove of value to China's trade and stimulate commerce here. A good crop in the famine districts will produce a higher consumption of goods there. But since none of these conditions can materialize before the Autumn season, little improvement is to be expected before then.

The state of the piece goods business of China can be indicated by the following tables showing the

imports of these commodities since 1913:

COTTON GOODS.	
1913	Hk. Tls.
1914	182,419,023
1915	178,259,045
1916	149,300,513
1917	138,679,385
1918	158,554,267
1919	151,384,423
1920	209,786,337

WOOLLEN AND COTTON MIXTURES.	
1913	Hk. Tls.
1914	3,461,526
1915	2,566,878
1916	490,866
1917	723,680
1918	2,461,309
1919	2,114,862
1920	3,181,973

WOOLLEN GOODS.	
1913	Hk. Tls.
1914	4,879,281
1915	3,306,047
1916	1,726,885
1917	2,293,568
1918	3,676,815
1919	3,201,329
1920	3,614,055

MISCELLANEOUS.	
1913	Hk. Tls.
1914	345,784
1915	3,380,494
1916	3,227,429
1917	3,841,860
1918	4,227,237
1919	4,037,237
1920	6,715,189

Total.	
1913	Hk. Tls.
1914	191,103,614
1915	187,516,464
1916	154,745,673
1917	143,538,484
1918	169,316,156
1919	161,733,851
1920	223,297,554
Total	Hk. Tls. 1,231,253,796

AFTER YOU ARE FORTY

Forty is the age of "greatest effort" with most people. Vitality is used up at the most rapid pace. The struggle to secure a competence, for old age produces a nerve strain, the failure to succeed causes worry, nervous breakdown, neurasthenia.

Middle-aged people find that they cannot run as fast, nor are they as agile as in youth. The internal organs also feel the effect of age. The digestion becomes weak, the blood is poor, the muscles of the back ache after a day's work. Your blood is thinner and not so bright red as formerly.

When these things "go up," whether you are forty or forty-five, you need a tonic. Dr. Williams' Pink Pills meet the people's need, because they are non-alcoholic and they really build up the blood and strengthen the nervous system. Dr. Williams' Pink Pills are useful for growing children and for men and women whose nervous energy has been overdrawn. They are certainly worthy of a trial in every case of weak nerves and thin blood.

Your own druggist can supply you with Dr. Williams' Pink Pills for Pale People. You can order direct from Dr. J. C. Williams, Medicine Co., of Rochester, N. Y., at \$1.00 per bottle, or \$5.00 per six bottles, post free. Write for the booklet, "Diagnosis of the Nervous System."

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WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
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THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

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THE REPULSE BAY HOTEL,

AND THE

HONGKONG HOTEL GARAGE.

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THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
MRS. BLAIR.

PALACE HOTEL KOWLOON

(Two minutes from Star Ferry).
Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to.
Telephone K. 3. Telegraphic Address: "PALACE."
J. H. OXBERRY, Proprietor.

HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing Saloon.
Splendid Views of City and Pearl River.
Excellent Cuisine. Moderate Rates.

Under the Management of the
SUN CO., LTD., CANTON.

KING EDWARD HOTEL

CENTRAL LOCATION
L. K. EDWARDS, Proprietor.
Electric Light, Fans and Lighting, European
Cuisine and Sanitary fittings, Hot and Cold
Water, British throughout. Best of Food and
Service.
Telephone 274. Telegraphic Address: "VICTORIA."
J. WITCHELL, Manager.

FRENCH LESSONS

G. ROUSSEAU
15, Morrison Hill Road.

A CHINESE WONDER.

A STRANGE COLLECTION OF
BOOKS.

One of the many wonders of China is the Sun Ku Chuan Shu, an immense collection of books, perhaps the strangest in the world, covering the whole field of Chinese literature.

As is explained in an article in the Graphic, between 1773 and 1785, fifteen hundred writers, acting on the initiative of the Emperor Chien Lung, copied out nearly five million pages by hand seven times, seven being the number of copies decided upon.

Only three sets are now extant in China, but on the urgent request of M. Palade, who recently visited China and was greatly impressed by the collection, the Chinese Government has resolved to print two hundred copies of the works, of which sixty will be sold in Europe and sixty in America, the rest being reserved for China. The price will be about \$4,000.

MASSAGE.

Mr. HONDA and Mrs. HONDA.
Massage and Physiotherapy.
No. 174, Queen's Road Central, Hongkong.
Opposite the China Mail.



Pain's Enemy

SLOAN'S Liniment is pronounced the world over as being Pain's greatest enemy. Multitudes of people use and recommend it.

Rheumatic aches and pains instantly obey its command and disappear.

It penetrates right to the sore spot. No need of rubbing. It does its work thoroughly. Give it a trial.

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Hughes & Hough

Auctioneers to the Government
AND ADMIRALTY.

Coal Contractors
General Brokers
PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNTS OF THE CONCERNED),

FRIDAY,

May 6, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 4, Des Vaux Road, Corner of Ice House Street.

An Assortment of Chinese Porcelain, Carved Lacquered Ware, etc., etc.

Including a variety of 5-coloured and 3-coloured Vases, Wall Plates, Table Screens, Blue and White Vases and Incense burners, Old Bronze and Brass Figures and Vases, Kakemonos, Lacquered Cabinets, Ivory, Agate and Crystal Ornaments.

The above stock recently arrived from the North and includes pieces from the Ming, Kungchi, Kienlung and Tchowkong Periods.

The bulk of which will be sold without reserve.

(Full particulars from catalogue)

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 23, 1921.

(For account of the concerned)

TUESDAY,

May 10, 1921, at 10.30 a.m., at No. 1, Cox's Path, Cor. of Road, Kowloon.

Valuable Household Furniture, etc., etc.

therein contained.

Including Pantry and Kitchen Utensils, etc.

(Full Particulars from Catalogue)

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 3, 1921.

(For account of the concerned)

TUESDAY,

May 10, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 5, Des Vaux Road, Corner of Ice House Street.

AN ASSORTMENT OF Superior Household Linens, etc., etc.

Comprising—

Hemstitched and Scalloped Pillow Cases, Bed Sheetings 72 in. and 90 in. wide, White Satin Quilts, Bed Valances, Damask Table Cloths and Serviettes, Turkish Towels, Bath Sheets, Hucks-back Towels, Crochet and Drawwork Dollies, White Calico, Ladies' and Gent's Handkerchiefs.

And

A number of Marble Statuettes.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 4, 1921.

(For account of the concerned)

TUESDAY,

May 10, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TRIN BEDSTEADS, CARPETS, etc., etc.

comprising—

Dining Suites, Mirror back Sideboard, Dining Table, Chairs, etc., Chesterfield Sofa, Arm-chairs (new), Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery.

Electric Reading Lamps, Screens, Sundry Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, etc.

Also

Several New Heavy Brass Bedsteads.

(Full Particulars from Catalogue)

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 4, 1921.

MUMEYA

Japanese Photographers.

We have removed our Premises to No. 28A, Queen's Road, C.

Sitting hours from 9 a.m. to 9 p.m.

Portrait photos finished in one hour.

INTIMATIONS.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at NOON, for the purpose of considering and if thought fit of passing the following resolutions:—

1. That the Directors of the Hongkong & Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars to the present authorised capital of the Company to 50 millions of dollars.

2. That the Capital of the Hongkong & Shanghai Banking Corporation be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of £70 on the terms after mentioned. Shareholders on the Eastern Registers to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.

3. That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders shall respectively be the registered holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4. That the payment of the sum of £70 per share for each of the said New Shares be made as follows, viz:—

1st instalment of £35 on the 1st of July, 1921.
2nd and final instalment of £35 on the 1st day of October, 1921.

5. That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

6. That after payment of the instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owner of the shares respectively represented by such Scrip Certificates.

7. That interest at the rate of 6 per cent. per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, as from due dates for payment of same.

8. That interest at the rate of 8 per cent. per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9. That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION,

A. G. STEPHEN,

Chief Manager.

Hongkong, April 23, 1921.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from THURSDAY, 5th May, to SATURDAY, 28th May (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

A. G. STEPHEN,

Chief Manager.

Hongkong, April 23, 1921.

INTIMATIONS.

HONGKONG JOCKEY CLUB.

THE SECOND GYMKHANA MEETING will be held (weather permitting) at the HAPPY VALLEY, on SATURDAY, May 7th, commencing at 3.30 p.m.

The Charge for Admission will be \$1 for others than Members of the Hongkong Jockey Club. Soldiers and Sailors in uniform Half-price.

The Stewards invite the LADIES of Hongkong to be present.

Hongkong, May 4, 1921.

St. John's Cathedral

MONDAY,

May 9th,

at 9.15 p.m.

ORGAN RECITAL

Vocalist:

Mrs. A. M. Bowes-Smith

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Members will be held in the pavilion of the Club on TUESDAY, the 10th May, 1921, at 5.30 p.m. for the purpose of confirming the following resolutions which were passed at an extraordinary general meeting of members held on the 14th day of April, 1921.

1. That the present Hongkong Cricket Club be wound up, and the Committee be authorised to take all necessary steps for that purpose.

2. That the Committee be authorised to register a Company limited by guarantee not exceeding \$100 per member, on the terms of the Memorandum and Articles of Association which will be submitted to the Meeting.

3. That the Committee be authorised to assign and hand over to the new Company, when registered, all the assets of the Club.

By Order of the Committee.

L. S. GREENHILL,

Hon. Secretary.

Hongkong, May 2, 1921.

CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

NOTICE.

THE FOURTH ORDINARY ANNUAL GENERAL MEETING of the Constitutional Reform Association of Hongkong will be held in the old Chamber of Commerce Room, City Hall, on WEDNESDAY, 11th day of May, 1921, at 5.30 p.m., for the following purposes:—

To receive the Report of the Committee and Statement of Accounts to 31st December, 1920.

To consider the following resolutions:—

(1) That all the non-Chinese members of the Legislative Council be elected.

(2) That a larger electoral body be adopted in the case of all such non-Chinese members with the exception of the Representative of the Hongkong General Chamber of Commerce.

(3) That there be an Unofficial majority on the Legislative Council with such safeguards as are provided in the Constitution of Ceylon.

(4) That a petition be sent to the House of Commons asking for the support of the Members in securing the above change in the Legislative Council.

To consider, in conjunction with the Members of the Kowloon Resident's Association, any resolution which may be moved in regard to the increase of House Rates, and any other Municipal matters.

To elect the Officers and Committee for the ensuing year.

By Order of the Committee.

L. M. WHITE,

Hon. Secretary.

Hongkong, May 4, 1921.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY SECOND ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Building, on SATURDAY, 21st May, 1921, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1921, and electing Directors and Auditors. The Transfer Books of the Company will be closed from the 14th to the 21st May, 1921, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, May 4, 1921.

WANT ADVERTISEMENTS.

25 WORDS \$1 INSERTIONS.

\$1. PREPAID.

Every additional word 6 Cents for 3 insertions.

TO LET.

EUROPEAN HOUSE, No. 7, Middle Road, Kowloon, 7 large and airy rooms, 2 bathrooms. Apply—Mr. Sam Hing, C/o Messrs. Johnson, Stokes & Master.

ONE LARGE GODOWN, (known as the Mody's Warehouse Godown). Two Large Rooms with Verandah situated Queen's Road East, suitable for European's Residence. Apply to Messrs. Hiras & Co., 202, Queen's Road Central.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

NEW RADIO SERVICE.

WASHINGTON, May 4th. The Naval authorities announce the establishment of a commercial radio service between the United States and the Dutch East Indies.

CHINESE CHARGE D'AFFAIRES IN CHILE.

LONDON, May 4th. On Yang King, the First Secretary of the Chinese Legation, has left for Peking, from where he will proceed to Chile as Charge d'Affaires.

REDUCTION OF WAGES.

NEW YORK, May 4th. It is announced that a reduction of 30 per cent. in the wages of day labourers in the plants of the United States Steel Corporation is proposed, which affects nearly 175,000.

ORIENTAL OPERA.

PUCCHINI'S NEW WORK.

A CHINESE PRODUCTION.

Rome, April 7.—The press states that Signor Giacomo Puccini, the well-known composer, has composed "Madame Butterfly" among his other successful operas, is fulfilling the promise he made to Madame Tamaki Murai of writing a new opera having China as the scene.

The libretto is taken from the play "Re Turandot" written by Count Carlo Gozzi in the 18th century, which was translated into German by Schiller. Gozzi was descended from an old Venetian family, and was born at Venice in March 1722. He was a most precocious youth, and wrote four poems before the age of sixteen. He was a rival of the great Italian dramatist Carlo Goldoni, against whom he wrote satirical verses.

The scene of the opera will be laid in an imaginary ancient China, with plenty of fantastic poetry. Puccini studied Chinese music, especially their popular songs, and was sent purposely to China to hear some of the Chinese songs which seemed to him very simple and primitive. He also obtained from an American some of these on phonograph records.

It is not certain when the opera will be ready, as the poets Siniani and Abami who are providing the libretto have only written two acts so far.

"MYSTERY" OF TOBACCO.

HOW ENGLISH MAKERS KEPT IT DARK IN 1698.

Every smoker should be interested in an early 18th century M.S. of the House of Lords, which has just been published, among many others, in volume form, for it contains an account of the way in which English tobacco manufacturers prevented their secrets getting known and used in Russia more than 200 years ago.

It seems that Nathaniel Gould and others had made a contract with the Tsar of Muscovy in 1698 to import quantities of tobacco into his dominions, and sent over "Peter Marshall and his wife, versed in the curing and rolling of tobacco, together with instruments and materials necessary thereunto."

Other merchants of London had also entered into contracts with Tsar's officers to supply large quantities of tobacco and to send.

As many persons skilled in the spinning and rolling of tobacco as the Tsar should require together with the instruments, engines and materials and liquors commonly used in that work by which means his subject would become equally skilled in that mystery with any of her Majesty's subjects, dealers in tobacco.

The English tobacco manufacturers thereupon petitioned Queen Anne, and that redoubtable Monarch nipped the scheme in the bud.

It was ordered that the said persons were to be conveyed out of Muscovy, and the engines to be broken immediately. And so the "mystery" was not disclosed.

THE QUEST OF MOHAMMED'S SACRED SLIPPER SERIES.

VIII.—THE SIEGE OF THE "UPLANDS."

BY SAKS ROHMER.

(Continued from yesterday.)

(COPYRIGHT, 1917.)

The end of the quest in which Earl Dexter, the damnable American, plays a game of Arabian "bluff" for his own life and that of the narrator of these modern Arabian Nights, with Hassan of Aleppo himself.

"When the invitation came from Hilton to spend a week 'roughing it' with him in Warwickshire, I accepted with alacrity. If ever a man needed a holiday I was that man. Nervous breakdown threatened me at any moment; the ghastly outrages perpetrated by Hassan of Aleppo, with all of which I had been associated, were now taking toll of my nervous system.

A brief wife had contained the welcome invitation, and up to the time when I had received it, I had been unaware that Hilton was back in England. Moreover, beyond the fact that his house, 'Uplands,' was near H—, for which I was instructed to change at New Street Station, Birmingham, I had little idea of its location. But he had added 'Wire train and will meet at H—,' so that I had no uneasiness on that score.

I had contemplated catching the 2.45 from Euston, but by the time I had got my work into something like order, I decided that the 6.55 would be more suitable, and decided to dine on the train.

When at last I found myself in the cab, bound for Euston, I sat back with a long-drawn sigh. The quest of the Prophet's slipper was ended; in all probability that blood-stained relic was already Eastward bound. Hassan of Aleppo, his awful Guardian, had triumphed and had escaped retribution. Earl Dexter, the daring crackman who for a time had actually held the thing, was dead.

My cab was held up by a temporary block in the traffic, and my imagination played me a strange trick. Another taxi ran close alongside, almost at the moment that the press of vehicles moved on again. Certainly, I had no more than a passing glimpse of the occupants; but I could have sworn that violet eyes looked suddenly into mine, and that the gaunt face of the man who sat beside the violet-eyed girl was that of Earl Dexter.

The travellers, however, were immediately lost to sight in the rear, and I was left to conjecture whether this had been a not uncommon form of optical delusion or whether I had seen a ghost.

At any rate, as I passed in between the big pillars of the station, I scrutinized, and closely, the numerous hurrying figures about me. None of them, by any stretch of the imagination, could have been set down for that of Dexter, the Sombreiro Man.

(To be continued.)

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

FIGHTING IN UPPER SILESLIA.

BERLIN, May 4th. Grave insurrection has broken out in the Polish part of Upper Silesia, and the Inter-Allied Commission has proclaimed martial law throughout a great part of Upper Silesia, and also, concentrated tanks and troops in the principal centres of disorder.

It appears that, on the occasion of a Polish national feast day, insurgents crossed the frontier and occupied Beuthen, Kattowitz, and Tarnowitz, where serious shooting occurred. A number of railway bridges between Oppeln and Kattowitz were destroyed.

Another report declares that the insurgents numbered 30,000 irregulars, who engaged in fierce fighting the German Heibatische Police.

LONDON, May 4th. British telegrams state that the Polish outbreak in Upper Silesia occurred on the night of May 2nd on the eastern border of the Upper Silesian industrial area and in the region of Pless and Rybnik.

The insurgents captured most of Bytom. Several soldiers in Polish uniforms participated.

A number of Italian officers and men were wounded. A British police officer was made a prisoner, but subsequently released.

It appears that the Allied troops reoccupied Tarnowitz. French troops are still fighting the rebels in Kattowitz. British official circles take a very serious view of the movement, which is considered to be a determined and systematic attempt to anticipate the decision of the Supreme Council by forcibly seizing disputed areas.

U.S. NAVAL APPROPRIATIONS BILL.

WASHINGTON, May 4th. It is announced that President Harding objects to the provision of the Naval Appropriations Bill requesting him to call a naval disarmament conference, on the ground that it might appear to the country a Congressional recommendation on international policies within the jurisdiction of the Executive.

It is stated that the bill, which has already passed the House of Representatives, will, therefore, be submitted to the Senate without this provision. It is understood that President Harding's desires approximate to disarmament, but he has reiterated his opinion that ample appropriations should be provided to carry out the 1919 programme and round out the navy disarmament programme is established.

U.S. IMMIGRANTS.

WASHINGTON, May 4th. With a single exception, the Senate passed the Emergency Immigration Bill, limiting admission into the United States of aliens to 3 per cent. of each nationality resident in the United States at the time of the 1910 census.

OBITUARY.

LONDON, May 4th. The death is announced of the well-known astronomer William Robert Brooks.

REPARATIONS.

LONDON, May 4th. As regards the proposed measures against Germany, it may be recalled that the Treaty provides for fifteen years' occupation of the Ruhr district, but the new terms would extend that to twenty years, until Germany pays. Further, that if the occupation of the Ruhr area fails to bring the Germans to their senses the naval penalties are likely to include warships anchoring in Germany, Lübeck, Stettin, and Bremen harbours, with crews patrolling the quays to enforce the Customs regulations.

Allied statesmen are highly satisfied with the results of the conference. The scheme for payment by Germany through guaranteed bonds was mainly the work of Mr. Churchill and M. Loucheur. French circles are fully confident of the success of this scheme. M. Loucheur declared yesterday that the bonds will be the international money of the future.

AMERICAN AMBASSADOR IN TOKYO.

LONDON, May 4th. Reuter's New York correspondent has reported that Mr. Washburn Child, editor of Collier's Weekly, has been selected as Ambassador in Tokyo.

THE "TOKYO MARU" DREAMER.

LONDON, May 4th. The Tokyo Maru was insured at a value of £300,000, and there are likely to be considerable insurance interests on the cargo.

A Port Townsend message states that the Tokyo Maru is reported as a total loss. All passengers and crew have been saved, except 9 persons, who are missing.

CONTROL OF TRAFFIC IN OPIUM.

GENEVA, May 4th. A Consultative Commission of the League of Nations has been entrusted with the control of the traffic in opium and other harmful drugs. The object is to assist the Council of the League, with a view to ensuring the carrying out of the provisions of the Hague Opium Convention.

Mr. John Jordan (Great Britain) and Mrs. Hamilton Wright (America) will be present as experts. The Commission has requested the Council of the League to request members of the League who have not yet ratified the Convention to do so without

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FINE DRY,
FINE OLD TOM.

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GOLOSHES

WHITE CANVAS
FOOT WEAR
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CAR OWNERS.

Prolong the life of your Car by keeping it in condition. Inspection monthly by an Expert Motor Engineer will cut your Repair Bill down and save you Expense, Time, Trouble and Annoyance.

For particulars apply to

E. MOW FUNG,
F. W. D. Automotive Service Department,
60, Des Vaux Road Central.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, MAY 5, 1921.

"CHILDREN OF THE SLAVES."

It is grievous to discover, as must anyone who reads a lot and travels and sees much, that there are men who really know things and cannot write about them, and men who write excellently but do not seem to get or impart knowledge. Not to know the Russian peasant, and to read Stephen Graham's books about him, is to acquire the strong impression that Mr. Graham really knows, and is telling us vividly and truly what he knows. This impression, of course, may be right. We are not in a position to aver that Mr. Graham's Russians are fancy portraits. It is only when we meet a book like "Children of the Slaves," in which Stephen Graham writes about American negroes, that we suspect the presence of some "nigger in the woodpile." In this handsomely produced volume, from the publishing firm of Macmillan and Co., (12 shillings), we are taken through territories and among people of whom we do know somewhat. Our conductor has a most charming style, as all his readers know, but we put down the book with a feeling that it must not be recommended as the best possible word on America's negro problem. This thought we sympathize with the better sort of negroes, deplore their wrongs, and hate the type of American who aggravates the trouble. There are, however, good Americans as well as good negroes, and the problem is not to be settled on the easy lines of Stephen Graham's sentiments, laudable though they be. As one negro speaker said (p. 65): "It is not the rightness of this problem we have to consider, but the 4-ness."

Stephen Graham did and does. He sought negro society in the southern States, but he wore his tinted spectacles when he went to see them. They were all suspicious of him at first, but "after a few words," showed "implicit trust and confidence." We gather that they had sense enough to recognize a favourable propagandist. He asked a negro preacher how he got on with white ministers.

"Oh, white ministers do not recognize black ones on the street," said he. "My neighbour, for instance, knows me well enough at the Baptist Conference, and by his talk I see he knows all about my church. But here in the city he cannot afford to know me. Yet he has not half so many worshippers at his church, nor do they pay him the salary which my people pay me. He dare not spend on his clothes what I spend; he has not such a well appointed home. Yet if we meet on the street—he doesn't know me."

Mr. Graham comments: "This was evidently a sore point." To one knowing the parties better, more comment was easy. The white Baptist minister was not a good Christian, but the black, boasting of his clothes and furniture and salary and congregation was a worse—full of hatred and other unchristian passions. And he is a leader among blacks as bitterly hating, but less sophisticated.

Mr. Graham describes the various American "Jim Crow" laws and regulations. In the south negroes are barred out of the "free" Carnegie libraries. That is only one striking injustice amongst many. But he quite slurs over the indictment against the other party, and ignores the increasing difficulty of living neighbourly with these people.

The description of his tramp through Georgia, along Sherman's route to the sea, is very interesting; but it has very little to do with the problem. Admirers of the characteristic Graham vein will not mind that. Except as a serious political contribution, the book is to be recommended.

LOCAL AND GENERAL.

Madame Lottie Gordon announces that owing to giving charity concerts at Macao, Canton and other places this month, the City Hall concert, arranged for May 12, has been postponed to a later date.—Advt.

The Hockis informs the world that a Japanese engineer has "invented" a new monster hydroplane. It gives no technical details of this new invention, but says that it resembles those now in use in European countries. It sounds highly probable.

Regarding the proposal of the Managing Director of the Canton-Hankow Railway, Mr. Hsu Sung-hao to complete the construction of the northern section of the Canton-Hankow Railway from Shikuan by negotiating a foreign loan for \$15,000,000, the stockholders of the Railway strongly oppose the proposal lest the railway should fall under foreign control, says the *Canton Times*.

The Japanese Navy Department has announced that a tube of No. 19 boiler on board the warship "Kashima," which is now escorting the "Katori" on which the Crown Prince is taking passage, broke on April 3, at 5 a.m., when she was at a point 40 miles west of Minicoy island, and steam began to escape. Three bluejackets who happened to be near were scalded to death, while another was slightly hurt. The "Katori" had a similar accident on April 7 at 3 p.m., when she was 50 miles north-east of Sumatra. In this case two bluejackets were badly injured, and two slightly hurt.

The captain of a liner which arrived in Liverpool the other week from New York is reported to have gone up to a party who were playing poker during the voyage and addressed them thus:—"Card-sharps are among the players here, and if they do not withdraw in a few minutes I shall have them put in the rest of the voyage and handed over to the police at Liverpool." Needless to say, the game was stopped at once. One of the men is reported to have shown a fellow-passenger later on, in private, what he could do in the way of manipulating cards.

The following report in the Canton vernacular press speaks for itself.—"Foreign 'hongs' in Shamen have received news that the factories throughout America, have ceased work as a result of failure in negotiations with the labourers for decrease in wages. As a means of inducing the labourers to reconsider their refusal, factory owners banded together, dismissed all their employees and closed their factories. As a result, the exchange on gold dollars and other foreign currencies has dropped (fallen) and according to the vernacular press, the drop in exchange will continue."

DR. SUN YAT-SEN.

"PRESIDENT OF CHINA."

TO-DAY'S CEREMONY.

During the last few days, steamers and trains from Hongkong and passenger boats from the interior have been taking crowds of people to Canton to attend the inauguration of Dr. Sun Yat-sen as President.

All of the hotels accommodation is hard to procure and even private houses have been crowded to full capacity. It is estimated that nearly a quarter of a million visitors are in Canton.

The official programme for the inauguration of Dr. Sun Yat-sen today as President of China is given in the *Canton Times* as follows:—

8 a.m.—President-elect Sun Yat-sen receives the credentials from Parliament presented by Speaker Lin Sun.

9 a.m.—President-elect Sun Yat-sen proceeds to Parliament and at 9.30 takes the oath of office.

10 a.m.—President Sun will review the troops at the North Parade Ground after which he will return to the Government Building where he will receive the congratulations of the officials and the public.

12 a.m.—The President will be at the Treasury Building to review the parade of the Citizens in celebration of his inauguration.

In the evening President Sun will review the lantern parade from the verandah of the Municipal Hall on the Bund.

The lantern parade will take place at 7.30 p.m., and at the same time there will be a floral and fireworks display on motor boats, flower-boats, launches and dragon boats on the Pearl River.

The East section of the parade will first meet near the Canton-Kowloon Station and vicinity at 10 a.m. and be ready to start at 12 noon. The west section of the parade will gather at Sai Kwa Yuen and vicinity and the students of the different schools at the East Garden, at the same hour in the morning, all of which are to start at 12 noon. The routes to be taken by the different sections of the parade will march in accordance with directions given on a specially drawn map of the city.

Besides troops and civilians, in the parade, there will be a procession of motor cars, motor cycles, carriages, and bicycles. All the different kinds of boats to participate in the evening celebrations on the Pearl River will assemble in front of the Cement Works from which place the "Gondolas" will start.

The parades both day and night will be headed by a company of mounted police who will be followed by troops. Then follows the National Flag, another company of troops, students, civilians, "floats" of different kinds from different associations and guilds, bicycles, carriages, motor cars and a company of troops which brings up the rear.

Magnificent arches and pagedas have now been erected over the important streets of the city. Each arch or pageda bears one or more floral signs bearing the characters "Long Live President Sun Yat-sen" and other words of praise for the President-elect.

A very costly present in the form of a large green jade stone, artistically cut, was presented to President Sun Yat-sen yesterday afternoon by representatives of the "Precious Stone Guild" of Canton.

Although premature, there was an impromptu parade by the different labour guilds, both of Canton and Hongkong, whose "Lions" numbering about 50 in all, attracted considerable attention. For a time the traffic along the main thoroughfares was blocked.

Representatives of the different business and labour guilds were received by President Sun Yat-sen.

INTERESTING COMMENT.

The statement made by Dr. Sir James Cantlie with regard to Dr. Morrison's views about Sun Yat-sen, in an interview appearing in the *Morning Post*, deserves a word of comment. It should be explained that Sir James Cantlie's interest in Dr. Sun is of old date. Dr. Sun was at one time associated with Sir James Cantlie in that "gentleman's medical practice in Hongkong," some twenty-five years ago. Apparently at the same time Sun was in communication with friends in Canton, with the idea of bringing about a revolution that should overthrow the Manchu dynasty and inaugurate popular government in China. A good many people knew of this movement, and the participants were entrusted to Mr. Thomas Cowen then acting as *Times* correspondent at Hongkong, who held himself ready to communicate the news and aspirations of the young revolutionists as soon as the first blow should be struck. But the time was not ripe. The secrets of the revolutionists were disclosed to the authorities, and the leaders fled. Dr. Sun took refuge in London, whence Sir James Cantlie had already proceeded. But the Chinese Government, being desirous to secure the person of Dr. Sun Yat-sen, who was rightly regarded as the chief inspiration of the movement, took a leaf out of the

SPECIAL CABLES.

SHANGHAI CHAMPIONS.

OLD BILL FIRST.

A \$200,000 SWEET PRIZE.

THE LUCKY WINNERS.

[China Mail Special.]

SHANGHAI, May 5.

In the Shanghai Champions Old Bill was first, Silver Streak second, and The Hawk third. Messrs. Lee and Marsgreen, a customs examiner and P. W. D. man respectively, won the first prize worth two lakhs.

BUBBLE SLUMP.

COMPULSORY RESTRICTION.

CHURCHILL AGAINST LEGISLATION.

[China Mail Special.]

SINGAPORE, May 4.

The F.M.S. Government has received a cable from Mr. Winston Churchill saying that he is unable to allow legislation for compulsory restriction of rubber to be introduced as it would involve considerable financial liability and it is uncertain whether it would be beneficial. Conditions must be allowed to right themselves.

OPIUM EXPORT.

MORE STRINGENT MEASURES WANTED.

[China Mail Special.]

SHANGHAI, May 5.

A meeting of the Anti-Opium Association decided to telegraph the governments of the various countries, including the American Congress, urging them more effectively to prevent the export of the drug.

book of the Tzarist Government and kidnapped Sun, holding him a prisoner at the Chinese Legation in Portland Place, prior to smuggling him to China. Just as if he had been the hero of a movie picture, Sun dropped a letter out of a window and asked the finder to take it to Sir James Cantlie. It was picked up and duly reached the hands of Sir James, who made such a stir about it in the English papers that Sun was speedily released and the British Government said some very sharp and unpleasant things to the Chinese Government.

It will be seen, therefore, that Sir James Cantlie has been a friend of Dr. Sun for many years, and it has been evident on occasion that his Scotch common sense has been much stirred by Dr. Sun's romantic career, from student to provisional President of the Chinese Republic by way of the medical profession. When he talked with the late Dr. Morrison, formerly the *Times* correspondent at Peking, while lying on what proved to be his death-bed, on the subject of Dr. Sun Yat-sen, Sir James did so as a warm admirer and was likely to interpret Dr. Morrison's admissions that he had possibly been in error in reading Dr. Sun's character as going beyond what Dr. Morrison intended. It should be explained that as the official adviser of the Chinese Government in his later years, Dr. Morrison was politically opposed to Dr. Sun, who was the representative of the Southern party, while Dr. Morrison's chiefs were representatives of the North. It is difficult to believe, however, that Dr. Morrison said that if he had believed in Dr. Sun's views he would have supported him and there would have been no Boxer rising. Dr. Morrison can scarcely have placed the influence of the *Times* in China so high as that. In 1894 and 1895 China was quite unprepared for such a movement as that of Sun's, and the influence of the *Times* on Chinese politics would have had very little effect on the reactionaries in Peking, who saw in the Boxer rising a few years later an aid to their policy of destroying foreign intercourse and preventing the spread of Western ideas in China. It is quite probable that in the end Dr. Morrison recognised Dr. Sun's sincerity, while he was disgusted with the crowd of self-seeking politicians in Peking, but it is difficult to believe that he did not at the same time understand the impracticability of Dr. Sun's character, and the vague and indefinite nature of his policy. Sir James Cantlie would seem to be carried away by his own admiration for Dr. Sun, and to have interpreted the vague admissions of Dr. Sun's policy as well as his character which is unjustified. When Sir James Cantlie goes on to express his opinion that the present is an opportunity for Britain to recover her former influence in China, there is much soundness in his view. But the first step in this endeavour at reinstatement of Britain's position in the councils of China must be the cancellation of the Anglo-Japanese Alliance, which presumes to settle the policy to be adopted towards China without taking China's own views into consideration.—*Japan Chronicle*.

ATHLETIC SPORTS.

GOVERNMENT INDIAN SCHOOL.

YESTERDAY'S MEETING.

The Ellis Kadoorie School for Indians held its first athletic sports meeting yesterday afternoon. The meeting was well conducted and proved to be a great success. Members of the Indian community and other friends of the school were present in large numbers. As the Victoria British School is not large enough to have a sports meeting of its own, the Indian School very kindly extended to it an invitation to join the meeting. Great enthusiasm prevailed throughout the meeting and competition was keen, with the result that all the events were closely contested and some very exciting finishes were witnessed.

The thanks of the school authorities are due to the following friends of the school for their generous contributions to the prize fund: Mr. U. Rumpah (Championship silver bowl), Mr. Fred Ellis and Mr. O. Kitchell (silver cups), the Moslem Club (Championship gold medal), Sir Ellis Kadoorie, and Messrs. J. H. N. Mody, A. el Arculli, H. M. H. Nemaze, M. A. Nemaze, A. G. Saffad, S. R. Curram, Abdoolally Ebrahim, Lau Ju Chung, Chau Tung Shang, J. H. Ruttojee and A. H. Abbas, Messrs. Razack and Kitchell, and Messrs. Pittendridge, Rumpah & Co. Ltd.

At the conclusion of the sports, Mr. U. Rumpah distributed the prizes. In thanking him for his attendance for that purpose, Mr. A. O. Brown (the headmaster) remarked that since he came to Hongkong over 20 years ago he had tried to imbue members of Mr. Rumpah's family with a love of sport and, having regard to their progress in various forms of athletics, he thought he could claim to have been successful. He thanked the old boys of the school for giving their help, the donors of prizes and the visitors.

Mrs. Clark thanked Mr. Brown in the name of the staff and pupils of Victoria British School for the invitation to take part.

The patrons of the meeting were Sir Ellis Kadoorie, Mr. Nemaze and Mr. A. el Arculli, and the following were the officials:—President, Mr. A. O. Brown; Hon. Secretary, Abdullah; Hon. Treasurer, Bishan Singh; Time-keeper and Judges, Abdullah, Fung Pak, Hardit Singh, and P. Y. Chan; Handicappers and Starters, R. M. Omar, J. M. Dyer, R. Vazrin.

RESULTS.

Following were the results:—
High Jump (Junior)—1, W. Abbas; 2, M. Ismail; 3, M. Ramzan Height, 3ft. 11in.—(Senior)—1, A. A. Salim; 2, U. Ismail; 3, F. M. Arculli. Height 4ft. 8½ins.
120 Yards Flat Race (Senior) Handicap.—1, U. Ismail; 2, L. Rumpah; 3, N. B. Kitchell. Time: 14secs.
100 Yards Flat Race (Junior) Handicap.—1, Abraham; 2, W. Abbas; 3, Majid. Time: 15secs.
220 Yards Flat Race (Senior Championship).—1, Rumpah; 2, A. A. Salim; 3, A. R. Salim. Time: 27secs.
120 Yards Flat Race (Junior Championship).—1, W. Abbas; 2, M. Ismail; 3, M. Sabhan. Time: 17secs.
100 Yards Flat Race (For small Boys under 10 years).—1, Gren Bachan Singh; 2, A. R. Saffad; 3, Harban Singh. Time: 18secs.
50 Yards Wheel-barrow Race (Open).—1, Juma and A. S. Saffad; 2, M. Rumpah and M. Lhak.
100 Yards Skipping Race (Open to Girls of V.B.S.).—1, Miss B. Edwards; 2, Miss B. Nichol.
100 Yards Flat Race (Open to Children of V.B.S.).—1, M. D. Levy; 2, Louise Wilson.
Half-mile Flat Race (Open) Challenge Cup to be won three years in succession (Presented by Mr. F. Ellis).—1, Mohan Singh; 2, D. Mohammed; 3, A. R. Salim. Time: 44secs.
50 Yards Picking Potatoes Race (Open to V.B.S.).—1, G. Fowler; 2, J. Edwards.
50 Yards Picking Potatoes Race (Junior).—1, W. Abbas; 2, H. Haroon; 3, M. Shub.
100 Yards Flat Race (For Children of the Indian Community).—1, S. Hussain; 2, Abdul Rahman.
220 Yards Flat Race (Open to pupils).—1, G. A. Hyder; 2, A. G. Abbas. Time: 27secs.
Quarter-mile Flat Race (Senior) Handicap.—1, F. M. Arculli; 2, A. R. Salim; 3, U. Ismail. Time: 61.4secs.
Quarter-mile Flat Race (Junior) Handicap.—1, Doet Mohammed; 2, M. Ismail; 3, H. Haroon. Time: 72secs.
220 Yards Team Race (Open to teams of 4 from all Schools).—1, St. Joseph's College; 2, Wanchai School. Winning Team: S. A. Rumpah, A. G. Abbas, P. Remedios, J. S. Akbar.
50 Yards Back Race (Open).—1, Haroon; 2, M. Shub.
300 Yards Flat Race (Junior) Handicap.—1, Doet Mohammed; 2, A. R. Saffad. Time: 46secs.

SHANGHAI RACES.

SPRING MEETING.

THIRD DAY'S RESULTS.

Following are the results of the third day's racing of the Spring Meeting of the Shanghai Race Club:—
THE GREAT NORTHERN PLATE.—7 furlongs.

Wilson (Mr. Knoll) 1
Irish Stew (Mr. Johnstone) 2
Tyneside (Mr. Wullemmer) 3
Time: 1min. 53.3-5secs.

THE RUBICON PLATE.—1½ miles.
The Kingfisher (Mr. HED) 1
Tangiers (Mr. Bremner) 2
Tommy-lad (Mr. Harper) 3
Time: 2mins. 54.2-5secs.

THE PARI-MUTUEL STAKES.—1½ miles.

The Oriole (Mr. HED) 1
Colinton (Mr. Johnstone) 2
Sea-bird (Mr. Brand) 3
Time: 3mins. 25.2-5secs.

THE RACING STAKES.—1½ miles.
Baycroft (Mr. Knoll) 1
Kempston (Mr. Dalgarney) 2
Rio Negro (Mr. Springfield) 3
Time: 2mins. 47.1-5secs.

THE YANGTZE CUP.—One mile.

Fighting King (Mr. HED) 1
San Juan (Mr. Croham) 2
Sir Lamrock (Mr. Brand) 3
Time: 2mins. 9.2-5secs.

THE NANKING CUP.—1 mile.

The Wise Bird (Mr. Brand) 1
Marlow (Mr. HED) 2
Greyhound (Mr. Harper) 3
Time: 1min. 35.1-5secs.

THE FOOSHOW CUP.—1 mile.

Cannib (Mr. Croham) 1
Golden Rule (Mr. Bremner) 2
The Falcon (Mr. HED) 3
Time: 2mins. 48secs.

THE AWAY CUP.—1 mile.

Stancliffe (Mr. Dalgleish) 1
Zaandam (Mr. Knoll) 2
Malamay II (Mr. HED) 3
Time: 2mins. 14.3-5secs.

THE CHAMPIONSHIP SWEEPSTAKE.—Distance 14 miles.

Mr. Camp-box's Old Bill (Mr. Bremner) 1
Mr. John Peel's Silver Streak (Mr. Johnstone) 2
Messrs. Winsome and Hasty's The Hawk (Mr. HED) 3
Time: 2mins. 40.2-5secs.

SWATOW CUP.—Distance nine furlongs.

Strathpala (Mr. Croham) 1
Cascade (Mr. HED) 2
Beauty Prince (Mr. Brand) 3
Time: 2mins. 28.2-5secs.

NEUCHÂTEAU CUP.—Distance 1 mile.

Lemoet (Mr. Johnstone) 1
Tarnished Silver (Mr. Brand) 2
Pipsqueak (Mr. Moon) 3
Time: 1min. 36.2-5secs.

WHY

IS THE RABBIT CONNECTED WITH EASTER?

The connection between Easter and the hare—which was the original "Easter bunny"—springs from the latter's connection with the moon; for Easter, inasmuch as its date depends upon the moon, may be said to be a lunar holiday.

The hare, as the ancient Egyptians well knew, is a nocturnal animal, coming out at night to feed. The female carries her young for a month, and here again is connected with the lunar cycle. Moreover, both the hare and the moon were formerly thought to have the power of changing their sex, for the new moon was supposed to be masculine while the waning moon was considered feminine. Beaumont and Fletcher, in the "Faithless Shepherdess," refer to this superstition in the words:—

"Hares that yearly sexes change, Proteus, altering oft and strange, Hecate with shapes three, Let this maiden changed be."

But an even closer identification of the hare with the moon lies in the fact that its young are born with their eyes open, unlike rabbits, which are born blind. For this reason, the name of the hare in Egyptian was un, which means "open" or "the opener." As the moon was considered to be the open-eyed watcher of the stars at night, the hare, with open eyes, was naturally associated with it, and, through this circumstance, with Easter.

In Germany, the Easter hare is almost as important a figure in nursery circles as is Santa Claus at Christmas. The white hare brings gaily-coloured eggs for good little boys and girls, while youngsters who have been bad search in vain for these tokens from the symbol of Easter—a custom which, with but the slightest alteration, has spread throughout the United States.

120 Yards Team Race. Predictors of the Best—Won by the Proteas. Time: 21.1-5secs.
120 Yards Obstacle Race (Senior).—1, S. R. Bar; 2, N. B. Kitchell; (Junior).—1, M. Ramzan; 2, N. Ali.
Senior Championship.—U. Ismail (9 points out of a possible 20).
Junior Championship.—W. Abbas (12 points out of a possible 20).

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MARINERS AT LOGGERHEADS.

SHIP CAPTAIN ALLEGES ASSAULT.

ENGINEER CHARGED.

STORY OF TWO BLACK EYES.

Details of an extraordinary affair outside the V. R. C. on the evening of April 16 in which a ship's engineer blacked both the eyes of his former Captain and "would have blacked his hind eye too if he had had one" (his solicitor said), were related to Magistrate Lindell at the Magistrate's Court this morning, when Captain Bentley, of the s.s. "Telemachus," summoned Mr. George Best, Chief Engineer of the s.s. "Konings," for assault.

Mr. Leo d'Almada appeared for the Captain, and Mr. M. H. Turner for Mr. Best.

Outlining the facts of the case, Mr. d'Almada said that from the evidence, the Magistrate would see that the defendant had committed an unprovoked and cowardly assault on Captain Bentley through jealousy. Some seven or eight months ago, continued counsel, there was a vacancy for a third engineer on board the s.s. "Telemachus." The defendant went on board and interviewed the Captain saying that he had been appointed to the post. The defendant was referred to the Chief Engineer who referred him back to the Captain. The latter then signed him on. The defendant made one trip to Saigon on the ship. On its return to Hongkong, there was a vacancy for a second engineer. The defendant asked to be promoted to that post but the Captain refused, not because he had anything against the defendant, but because he thought that he did not have sufficient experience. Any way, a Mr. Lemercier was appointed to the post. Some time after the defendant had left the ship, the Captain met defendant's elder brother in town, and the latter asked him what he meant by calling the defendant a bastard. Captain Bentley denied this whereupon Best's brother said: "You seem to think that you are everybody on board that ship. The complainant replied: 'So I am, being Captain.' 'I will see you off her yet,' was the rejoinder. Captain Bentley said no more and walked away. On April 16, he went to the V. R. C., where he sat talking to Mr. Meek, of Messrs. Fisoners, until about 6.30 p.m., when he left to go to the King Edward Hotel to meet Dr. Asger who had invited him to the annual dinner of the Craigiepower Club. As the Captain left the entrance of the Club, he heard footsteps behind him, and before he could say 'Jack Robinson,' the defendant, without warning struck him several times on the eyes and mouth. Captain Bentley, who was bleeding badly, jumped into the first ricksha and proceeded to the Central Station where he made his report. Sergt. Stinson was sent out to look for Best but they failed to find him. When they returned to the station, Best was there and he was charged.

Captain Bentley, in the witness box corroborated Mr. d'Almada's opening statement. He said that when he left the V. R. C., he saw Best behind him but took no notice. Best walked up alongside him and without a word proceeded to "crack" him in the eyes. He thought that the cause of the assault was because he had not given Best the post of second engineer on his ship. He could not think of any other cause because he had never had any quarrel with Best. He certainly never called Best a bastard. The witness proceeded to say that Best was very disappointed when he was not given the post he applied for. Although Best was later appointed second engineer of the "Phoenician," another vessel belonging to the Woo Fat & Co., there was great difference in the pay of the two posts.

By Mr. Turner: When Best left, Mr. Lemercier joined the ship. Recently when he got his second certificate, he was promoted second engineer of the "Telemachus."

When did Mr. Lemercier get his second ticket? On April 14, I think.

I put it to you that it was this month (May) that he got his certificate?—I said in April.

Answering further questions, the witness said that it was not true that as he was leaving the V. R. C., Best was going in, and that the trouble was started by his calling out "What are you doing here, you little bastard?" The witness also denied that he struck Best first with a stick when he asked him what he meant by calling him a bastard.

Mr. Turner: Are you a member of the Phoenix Club?

Mr. d'Almada: I objected that this did not concern the case.

Mr. Turner said that he had looked up the point carefully, and he was quite entitled in cross-examining to ask what questions he chose.

The Magistrate: You are going to question him as to his character?

Mr. Turner: Yes, I am entitled to.

Repeating to the Magistrate the witness said that he had been a member of the Club but left it about four months ago.

Mr. Turner: Why?

Mr. d'Almada: He was asked to resign after an altercation with another member if that is what my friend wants to know.

Mr. Turner: What was the quarrel about?

Mr. d'Almada again raised an objection.

The Magistrate allowed the question, but said that he would pay no attention to it as evidence.

Captain Bentley said that he and a friend were sitting talking in the billiard room while two other members, one a Mr. Jones, were playing a game of billiards together. Mr. Jones was a bad loser and presently told the witness to shut up or leave the room. They had words. Witness was asked to resign which he did. Afterwards he found that he could have refused to resign as his version of the story had not been heard.

Mr. Turner: All I want to know is whether you struck Mr. Jones or not?

Yes, with the open palm of my right hand.

Mr. Turner said that his object was to prove that the Captain was in the habit of assaulting people when he became annoyed.

In answer to another question, Captain Bentley said that he fell to the ground under Best's blows. When he got up, he picked up his hat and jumped into a ricksha and proceeded to the station. He did have a stick, but did not pick it up. It was an ordinary cheap thing. While the witness was in the V. R. C. with Mr. Meek, he saw Best on the balcony, but they did not take any notice of one another.

Sergt. Stinson said that when Captain Bentley came to the station both his eyes were puffed, and his mouth was bleeding. His waistcoat had blood on it. The witness went out with him to look for Best, but would not find him. When they came back, Best was in the charge room. Best did not have any marks except a scratch on the knuckles which he said was caused in the fight with the Captain. He did not see any mark on Best's forehead.

Mr. Thomas Meek said that Captain Bentley and he sat together reading newspapers for about an hour and then the Captain left to go and dine with Dr. Asger at Craigiepower Club. The Captain was quite sober when he left. The witness did not see Best on the balcony.

Mr. Turner then called Best who said that on April 16, he went to the V. R. C. about 4 p.m., and left at 4.30. He went to Wiseman's for tea and soon after 6 p.m., returned to the Club. As he was entering, Captain Bentley was coming out. Captain Bentley said: "What are you doing here, you little bastard?" The witness asked what he meant and was taking off his coat when the Captain struck him with the stick, breaking it on his forehead. The witness then puffed both his eyes for him. Captain Bentley got into a ricksha and drove away saying: "I will fix you up." The witness went for advice and then went to the station and made a report.

By Mr. d'Almada: He was not angry with Captain Bentley because he was not appointed second engineer of the "Telemachus." He resigned because the vessel was an old one (42 years). He thought that he might have continued on the vessel had he been appointed second engineer, but as it was, the Captain

gave him a good certificate of character and he was appointed second engineer of the "Phoenician," and he was quite satisfied.

By the Magistrate: The witness had left the "Phoenician" since the alleged assault and was now Chief Engineer of Banker's s.s. "Konings." The salary he was getting now was much better than on either the "Telemachus" or "Phoenician."

Mr. Turner: Your Worship has heard the evidence.

The Magistrate: I should like to hear Inspector Moore: he was in the Central Station when the defendant came in.

Inspector Moore, in the witness box, said that when the defendant came to the Station the complainant had been gone an hour. The defendant said: "I want to make a report of being assaulted." When he gave his name, the witness told him that a complaint had been laid against him of a similar kind. Just then Captain Bentley returned to the Station. The defendant said: "He struck me first on the forehead, with a stick." Witness found a slight scratch there; and remarked: "If you had been struck with a stick, you would have had a mark: this is more like a finger-nail scratch."

The Magistrate: Had Captain Bentley got a stick?

Inspector Moore: No, your Worship. I asked him where the stick was and he said he dropped it in the struggle and had not picked it up.

Mr. d'Almada: The Captain admits that he had a stick, but had not time to use it.

Inspector Moore added that Capt. Bentley wished to make a charge, and the defendant was given \$50 bail.

The Magistrate: What was the defendant's condition?

The Inspector: He was quite sober: he was excited.

He told very much the same story as he has told in Court today?—Yes, the same.

Mr. Turner objected to the admission of statements made in the Station as the speakers were not cautioned and their words were not taken down. Addressing the Magistrate, Mr. Turner suggested that the complainant's story was extraordinarily unlikely. If it were true, it meant that Mr. Best, who, after all, was a junior officer, was an embezzler against the captain as to lose his self-control and attack him gratuitously in the middle of the road. The only motive suggested by the complainant was jealousy because of slow promotion. How far was that supported by the facts? The defendant had not lost any seniority. Mr. Turner asked the Magistrate to believe the defendant's story. He admitted having struck the complainant but (Mr. Turner submitted) no man could have greater provocation.

Mr. Best was a resident of the Colony—and whatever one might think of these terms, Mr. Turner thought any man who heard them used against himself could have no greater incentive to black both the speaker's eyes: if he had had another one, he would have blackened that, too.

Mr. d'Almada remarked that the unfortunate part of this case was that there was no witness of the incident. He suggested that if there had been anyone else there, the defendant would not have attempted to give vent to the revengeful feeling that animated him. The complainant had suggested a motive, but the defendant could give no reason why the other man should use the expression alleged. Of the two stories, he thought the most probable was that of the complainant. There was no reason why the Captain, who was a much older man, and had borne a good character in the Colony for many years.

Mr. Turner: I object to that remark. There has been no evidence as to character.

The Magistrate (to Mr. d'Almada): There has been no evidence so you are not entitled to speak as to the complainant's character.

Mr. Turner: There certainly is no evidence as to character. You have been very careful not to bring any.

Mr. d'Almada: The position is that there is nothing against him, though there may be nothing in favour.

Continuing, Mr. d'Almada suggested that a cowardly and brutal assault had been committed by the defendant and he asked his Worship to treat the case as a very serious one. Mr. d'Almada also commented on the fact that no cross-examination had been taken out.

The Magistrate, in giving his decision, said: The disappearance of the stick is, to my mind, a very curious thing in this case. The complainant says he picked up his hat, but he did not pick up his stick or take it to the Central Police Station. It seems to me suspicious. I am not altogether satisfied with the evidence for the prosecution, and I discharge the defendant. I shall bind both parties over in personal bonds of £200 each to keep the peace for twelve months.

WILD EAST.

PAINTERS' ADVENTURES.

LIFE AS A NATIVE.

The white man who disappears from civilisation and returns after many years with sketches and studies and a mind stored with astonishing experiences and strange sights is a figure familiar to fiction, but very rare in real life.

Gauguin, the French painter, who went to Tahiti to slough the skin of his white civilisation, is the world-famous instance.

Jaroslav Hnevinsky, a Czech-Slovak artist, who took a passage to Ceylon as a stoker and went into the interior with a comrade, where he lived for five years, is a new example, and the exhibition of his pictures at the Leicester Gallery will arouse wide interest.

He lived among the natives, wearing a simple loin cloth and living on what he could shoot or fish, and came to understand these primitive people. When he returned to Prague he starved himself to escape service in the Austrian army. The paintings, with two exceptions, were done in his garret in Prague.

He is not a great colorist like Gauguin, and his work often suffers from the mixture of realism and convention. Nearly all are nude figures with tropical backgrounds; sometimes yellow maidens bathing by the beach, greenish-black groups in the depths of the jungle, or a sort of holy family under a palm tree in the light of a little fire.

The artist has a strong sense of design, and this, combined with his convincing atmosphere of a strange exotic life and place, gives the collection a position of its own in the revelation of the East through art.

AIR LIVERS.

FUTURE TYPES.

FLYING GIANTS PREDICTED.

One hundred million letters were carried by air in the United States last year, whilst in England the total quantity carried between London, Paris, Brussels, and Amsterdam could have been carried by one machine.

This statement was made by Major W. T. Blake, at the Royal Technical College, Glasgow. Airships, he continued, had grown from comparatively small machines to giants of the R. 33 type, over 750ft long, and having a gross lift of 80 tons. It was gigantic machines of this type which would carry out the long-distance commercial flights of a thousand miles or more in length in the near future. Passengers would be provided with comfortable saloons, sleeping bunks, and promenade decks, and the comfort would, in every way, be equal to that of an ocean-going liner. Whereas it now took about sixteen days to reach India by boat, it would take three to five days to make the journey by air, whilst the cost of the trip would probably be from £75 to £100. In a few years time they would see these giants flying from point to point all over the face of the globe, and by means of their air speed, distance would be annihilated. One interesting side shown depicted an aeroplane being dropped from an airship. Major Blake explained that aeroplanes would be despatched with mails and possibly passengers from airships in exactly the same way as a ship-coach was now detached from an express train. People generally did not realise the safety flying—it was not an exaggeration to say that it was as safe as, or safer than, it was to walk about the streets of London.

Speaking on the subject of flying for pleasure, Major Blake said that the man who ran a Rolls-Royce motor-car and motored a few hundred miles during the week-end would in the future be able to own an aeroplane and spend his week-end in Italy or go down to the heart of Africa for a week's shooting, with as little trouble as he now entered his car. In the near future every town would have its own aerodrome, and machines would depart from and land on this place. In a few years there would be an immense aircraft industry employing many thousands of skilled men. He suggested that men should enter the Royal Air Force for a short period to obtain training which would enable them to take the good civil appointments which would come along within the next few years.

INTERPORT VOLLEY BALL.

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WILD EAST.

PAINTERS' ADVENTURES.

LIFE AS A NATIVE.

The white man who disappears from civilisation and returns after many years with sketches and studies and a mind stored with astonishing experiences and strange sights is a figure familiar to fiction, but very rare in real life.

Gauguin, the French painter, who went to Tahiti to slough the skin of his white civilisation, is the world-famous instance.

Jaroslav Hnevinsky, a Czech-Slovak artist, who took a passage to Ceylon as a stoker and went into the interior with a comrade, where he lived for five years, is a new example, and the exhibition of his pictures at the Leicester Gallery will arouse wide interest.

He lived among the natives, wearing a simple loin cloth and living on what he could shoot or fish, and came to understand these primitive people. When he returned to Prague he starved himself to escape service in the Austrian army. The paintings, with two exceptions, were done in his garret in Prague.

He is not a great colorist like Gauguin, and his work often suffers from the mixture of realism and convention. Nearly all are nude figures with tropical backgrounds; sometimes yellow maidens bathing by the beach, greenish-black groups in the depths of the jungle, or a sort of holy family under a palm tree in the light of a little fire.

The artist has a strong sense of design, and this, combined with his convincing atmosphere of a strange exotic life and place, gives the collection a position of its own in the revelation of the East through art.

AIR LIVERS.

FUTURE TYPES.

FLYING GIANTS PREDICTED.

One hundred million letters were carried by air in the United States last year, whilst in England the total quantity carried between London, Paris, Brussels, and Amsterdam could have been carried by one machine.

This statement was made by Major W. T. Blake, at the Royal Technical College, Glasgow. Airships, he continued, had grown from comparatively small machines to giants of the R. 33 type, over 750ft long, and having a gross lift of 80 tons. It was gigantic machines of this type which would carry out the long-distance commercial flights of a thousand miles or more in length in the near future. Passengers would be provided with comfortable saloons, sleeping bunks, and promenade decks, and the comfort would, in every way, be equal to that of an ocean-going liner. Whereas it now took about sixteen days to reach India by boat, it would take three to five days to make the journey by air, whilst the cost of the trip would probably be from £75 to £100. In a few years time they would see these giants flying from point to point all over the face of the globe, and by means of their air speed, distance would be annihilated. One interesting side shown depicted an aeroplane being dropped from an airship. Major Blake explained that aeroplanes would be despatched with mails and possibly passengers from airships in exactly the same way as a ship-coach was now detached from an express train. People generally did not realise the safety flying—it was not an exaggeration to say that it was as safe as, or safer than, it was to walk about the streets of London.

Speaking on the subject of flying for pleasure, Major Blake said that the man who ran a Rolls-Royce motor-car and motored a few hundred miles during the week-end would in the future be able to own an aeroplane and spend his week-end in Italy or go down to the heart of Africa for a week's shooting, with as little trouble as he now entered his car. In the near future every town would have its own aerodrome, and machines would depart from and land on this place. In a few years there would be an immense aircraft industry employing many thousands of skilled men. He suggested that men should enter the Royal Air Force for a short period to obtain training which would enable them to take the good civil appointments which would come along within the next few years.

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HAIPHONG ... Capt. A. H. Stewart ... TUESDAY, 10th May, at Noon.

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"PLASBY"	7,346	11th June	MASSILLON, LONDON & West.
"DELTA"	8,000	25th June	MASSILLON, LONDON & West.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	8th May	Calcutta, via Singapore Penang and Rangoon.

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S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	6th May	Hull, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
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S. S.	Tons	From Hongkong (about)	Destination
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CHINA'S COMMUNICATIONS.

RAILWAYS AND WATERWAYS.

In his book "China After the War," just off the press, President Hu Shih-chang writes as follows on the subject of "Communications."—Altogether there are in China twenty-four railway lines with a total mileage of about seven thousand. Of this 2,600 miles are foreign-concessed lines, namely, the Chinese Eastern, the South-Manchuria, the Kiao-chow-Tsienan, the Canton-Kowloon, the Yunnan Railway and the Lung-cheng, while the Chinese Government lines number only eighteen, and extend over about 4,500 miles. This is certainly altogether insufficient. The United States with a territory of about the same size, and with only one-fourth of our population, has 256,000 miles of railways or 60 times as much as ours. Moreover, many of our lines, though now nationalized, were at first built with foreign capital. The diversity of foreign interests has made it impossible to lay out lines according to some comprehensive plan for the whole country.

Such being the case, part of the capital seems to have been invested in unimportant routes, while many more important ones are without any modern means of communication. Ever since the first construction of railways in China forty years ago, no less than \$400,000,000 has been expended. Yet trunk lines are found only north of the Yangtze River and east of Honan province, leaving the great plains to the south and west practically untraversed. In this way such portions of the country as Shensi, Kansu, Szechuen and Kweichow, are inaccessible to the coast, and their development is consequently retarded, industrially as well as commercially. Nor is this all, for in recent years railway loans made to China have often taken of the nature of politico-commercial transactions. This not only hinders the proper industrial development of the country, but it also sows the seeds for future international complications. Therefore, in the interests of all concerned, such arrangements should be modified as to preclude all undesirable possibilities.

Just as railways may be compared to the lines of longitude, so may roads and highways be compared to the lines of latitude. Each supplements the other and each has its sphere of usefulness. In ancient China well-constructed courier roads used to radiate from the Metropolis to the provincial capitals and from these to other cities of the country. There were more than 60,000 miles of such roads, but nowadays few of them are good for travelling. This is partly the result of age-long neglect of repairing and partly the result of late disuse, since the modern postal and telegraph services no longer employ the old courier roads. A few new roads have indeed been constructed by the municipalities of Peking, Tientsin, Shanghai, Hankow, and other cities, but the Government at large has not had the time nor money to build a respectable system of highways for the whole country. Consequently, inland travel is especially laborious, and transit over one hundred miles will occupy a longer time than over one thousand on the railroad. In foreign countries, however, there is a perfect network of roads and highways connecting cities and cities, villages and villages, and the stream of traffic is almost endless whether by carriages, carts, or motor cars or trucks, and whether in the carrying of goods or passengers. The United States alone has more than two million miles of highways.

With an unpretentious railway mileage China has more need of an adequate system of good roads and highways. Some time ago, the Ministry of Interior promulgated a set of regulations for the construction of highways, which fixed the breadth of those to be built by the Central Government at fifty feet, those by the provincial authorities thirty feet, and those by the district authorities twenty-four feet. As regards the width of those built by the village authorities, the standard was to be adopted according to the needs of the local community. The programme suggested by the Ministry is an ambitious one. Although it is not easy to carry out completely, a good beginning, for example, will have been made if the old courier roads are reconstructed so that there will be 30,000 miles of modern roads radiating from the National Capital and another 60,000 miles radiating from the provincial capitals. The courier roads make good foundations, and the expense of repairing them will certainly not be so great as that of constructing highways on entirely new road beds.

China has long been considered as a country very favourably provided with inland waterways. The mileage of rivers navigable by Chinese junks is over 20,000 miles and that of waterways navigable by steamers and motor launches another four or five thousand miles. Since the opening of the country to foreign trade and residence, however, Chinese shipping has been seriously handicapped. Because of treaty stipulations, most of the large rivers as far north as the Yangtze River, as far west as Chungking, and as far south as the Pearl and West Rivers are open to

DEATH SENTENCES.

MODERN EXECUTIONS.

SHOULD WE REVISIT OUR METHODS?

In Nevada there is about to be introduced a new means of capital punishment. The condemned man is to be unaware of the precise time of his execution. His end will come during the night; in a cell. Gas will be turned on while he sleeps, and unconsciousness will peacefully merge into death.

It is all very simple, and certainly humane, says a writer in a home paper. It has not the suggestive trappings of the scaffold nor the grim mechanism of the chair of the guillotine. The example of Nevada is worth consideration.

Capital punishment as carried out in Britain is painless, physically painless, but what psychological agonies must not the condemned man suffer! No one has sympathy for a murderer, but even such an ill-starred wretch might be allowed to satisfy justice in the easiest manner possible.

GRIM PARADE.

Why the scaffold and the dread business of hammering it up on the day before the execution? Why all those trappings, ropes, executioners, the pinning of arms, and the cap which blows out for ever the prisoner's gaze on the living? Need there be all the ceremony and parade round the noose hanging like a looped offence in the morning air?

The lethal chamber suggests an advance in civilization. Hanging, after all, is a Wild-Western method of meting out justice. In the past, however, they are more merciful for they do it briefly, on a tree, without solemn ceremonies.

The modern form of execution is rather like an echo of some prehistoric legislation which condemned a man to crawl on his hands and knees to the edge of a precipice and to crawl right over!

There is room in our laws for this method of death, which is easy, comes in sleep, and satisfies justice without the slow torture of deadly precision and deadly detail.

navigation by foreign vessels. Since then the role between the guest and host has been reversed; for, not only are the Chinese junks unable to compete with foreign shipping, but also few Chinese steamship companies prosper under such conditions. The China Merchants Steamship Navigation Company is among the few notable exceptions.

Consequently, of the one thousand odd steam vessels plying to and from on the waterways during the last year, only one-fifth or 200 flew the Chinese flag.

As regards ocean going vessels, the tonnage of Chinese shipping is almost nil. In Fukien and Kwangtung, the Chinese business men having commercial interests in the South Sea Islands own a few cargo steamers of some 2,000 tons each, and the Chinese merchants in the United States now run the China Mail Steamship Company with two or three larger vessels averaging 10,000 tons each. Otherwise, the shipping is entirely in foreign hands. Moreover, the vessels above mentioned are generally registered with the British, American and Dutch authorities; hence the Chinese commercial flag remains yet to be seen in foreign ports. For international trade to prosper, one cannot rely solely upon foreign shipping. So, as long as China does not develop a merchant marine of her own, her trade and commerce with the rest of the world will always be handicapped.

Much progress has of late been recorded of the country's postal and telegraph services. But we are still lagging a long way behind the other nations. According to the report for 1918, the number of mails carried by the post office aggregated 300,000,000 pieces. This would work out at less than one piece per capita of China's 400,000,000 population. In Europe, on the other hand, the figures show from fifty to sixty pieces per capita of its population. As to telegraph lines, we have at present not more than 40,000 miles, whereas in the United States there are 1,520,000 miles of them. The proportion is therefore one to forty.

Such then is industrial backwardness of China. In order to remedy the situation, we need to establish a stable government, revise the taxation system, encourage technical skill, and get-together a larger amount of capital. Above all, the people should be taught to have a knowledge of international conditions—social, political and especially economical. The Europeans and Americans generally have far better commercial and industrial training, yet part of their post-bellum reconstruction programme is to make such education more universal so that there shall be greater productive power and greater efficiency. How much more have we, who are in these respects backward, to spur forward?

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Hongkong, May 2, 1921.

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Monday, the 8th May, 1921.

All broken, chafed and damaged

packages will be landed into the Company's

Godown, where same will be examined on

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11 a.m.

No claims will be recognised after

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Y. TSUTSUMI,

Manager.

Hongkong, May 3, 1921.

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CHINA TO-DAY.

TRADE AND COMMERCE.

OFFICIAL ECONOMIC INFORMATION.

China being vast in territory and population, trade has flourished all through these centuries. Hence there has been developed in the Chinese business world a well ordered system of customs and conventions, of commercial guilds and associations, of principles of mutual help and mutual protection. Between the employer and the employee, between the buyer and the seller, there is a sort of unwritten contract, and good faith is predicated in all transactions. This explains the prosperity of our domestic, and, to some extent, our foreign trade, as well as the commercial integrity of our merchants, says the Government Bureau of Economic Information.

In the West, it is said that the business man is not born but made. He has his environment to aid him and help further his inclination. Possessing a larger fund of capital, a better business organization as well as better commercial and technical knowledge, he is able to invade other countries with his wares. So, coming to China, he studies our needs and requirements. He bargains no expense to make known by proper advertisement the opportunities in store for the foreign trader. There is close co-operation between the western merchant and the western manufacturer. Whatever the merchant lacks, the manufacturer will produce; whatever the latter needs, the merchant will supply. Added to this, are the facilities of transportation, communication, exchange and credit. Such being the case, it is little to be wondered at that the foreign trader reaps handsome returns wherever he goes.

A Chinese merchant, however, is not so favourably situated. Lacking up-to-date knowledge, he is unable to seize time by the forelock, and, lacking incentive, he is apt to let handsome opportunities slip by. Besides, he is seriously handicapped by insufficient capital, lack of adequate transportation and communication facilities, uncertainty of commercial laws, the existence of the cumbersome *likin* system, an unfair tariff schedule, lack of up-to-date commercial information, disorganized state of internal currency, and lack of an international credit system. Hence he follows where others lead; he responds where others direct; he does not venture beyond the coast. Foreign goods are imported by foreign traders although they may be asked to carry on an agency in the interior of the country. Similarly, Chinese goods are exported by foreigners, and, very often the latter commission their own agents to scour the interior for native goods. The Chinese merchant is not consulted and he is left out in the cold.

Moreover, what China imports are chiefly manufactured goods and what she exports are chiefly agricultural products. In such exchange between a country possessing raw materials and another possessing manufactured articles, the inevitable loss would naturally be on the former. Besides, such fancy articles as Chinese embroidery, carved wood, lacquerware, porcelains, gems and jade, etc., can no longer find large foreign markets, for their lovers of former days have now perforce to retrench in their expenditure after the war and discourage the purchase of luxuries.

On an average, China imported during the last few years Ts. 550,000,000 and exported Ts. 470,000,000 worth of goods annually. The difference was therefore Ts. 80,000,000 in favour of imports. After the War, the trade with Europe has gradually revived while commerce with Japan and

THE STOWAWAY.

A WORLD-WIDE TROUBLE.

The whole world seems to be affected by the trouble of the unauthorized passenger, with the attendant dangers of fire, disease and endless legal trouble. But the United States Merchant Service is getting far more than its fair share. For one thing the officers and seamen of many ships have not yet developed traditions, living is terribly dear, and stowaways are willing to pay big money for any help that is accorded them. For another, U.S. methods of issuing food permit the guest of the forecastle to live like a fighting cock without arousing suspicion. A third reason is that there are any number of poor devils who feel that their only chance of a fair living is in the Land of Plenty, but who have not got the fare or who are debared from entry by their colour. The *Mason Line* are lucky enough to possess officers of the old type, who can be relied upon to make a thorough search for stowaways, and having found them to obey the company's latest instructions. The nearest outward-bound ship of the fleet is to be wirelessly, a rendezvous arranged and the culprit transferred in mid-ocean and taken back to his country. It avoids quarantine and legal risks, and provides very useful exercise in boat work, but one cannot help thinking that in many cases it enables the man to escape the punishment which his attempt to defraud the company has earned.

SECRET SOCIETIES.

CHINA'S EVIL INSTITUTIONS.

The secret society is one of the wicked institutions of China. These evil organizations flourish especially in Kansu province, in the Far West. Their power is tremendous. The *Kolaopui* are so strong as to be almost beyond the reach of the law. They borrow animals from the farmers and omit to return them.

One man who had the temerity to try to recover his horse was visited at night by a batch of members, who put lime into his eyes and cut out his tongue. Completely blinded and unable to talk the man recovered and invoked the law. The society bribed the magistrate and justice was not forthcoming; but in retaliation the man's son was killed and his body mutilated. The blind father thereupon took the twelve days' journey to the provincial capital, led by a little son of 10, and when last heard of was seeking redress from the higher authorities. There is little law for the poor in this country, though they are not without their own methods of justice when roused to the breaking point. — Extract from a Chinese newspaper.

America is bound to grow even greater in amount. As our foreign trade is almost entirely in the hands of foreigners, we shall be exporting more and more raw material and importing more and more manufactured products, with perhaps a greater and greater difference in favour of the latter. If so, the continual drain upon our natural resources as well as specie supply will be tremendous, yet in addition to that we have to pay every year sixty million taels as interest and part principal due on the Boxer Indemnity. The outlook is therefore uninviting, and it behoves our commercial and financial classes speedily to devise ways and means to ameliorate the situation. On the other hand, the other nations are also duty bound to assist, for such unsatisfactory conditions are sure to react on the world at large. For not only will China be impoverished, but the Chinese will be too poor to buy the world's surplus supply.

CHINA'S BRIGANDS.

PERILOUS TRAVELLING.

SEEKING UNREST.

In books written about China and the Chinese no statement is more frequently made or more strongly insisted on than that, as a nation, the sons of Han are a peace-loving race. Those familiar with Chinese history take the statement with the usual pinch of salt just as merchants make a mental reservation when they hear some traveller's descent on the wonderful honesty of the Chinese trader and how he never under any circumstances fails to keep his contracts no matter how much he stands to lose by it. These are echoes from the smoking room of any steamer crossing the Pacific and the old China hand says little and thinks hard when he listens to them. Not that such statements are altogether false. There are many Chinese who love peace and there are many Chinese traders who are honest to their own loss, but whether these are the rule to which the others are the exception or are the exception which proves the others to be the rule we would rather not express an opinion, says the *N. C. D. News*.

Our columns of late have rather discouraged the belief in the inherent love of peace being in any sense a special Chinese virtue. We have had to record fierce fighting in Honan. Brigands in north Kiangsu and an attack by pirates on a revenue cruiser when the men who sailed under the "jolly Roger" beat off their assailants and remained in possession of the spoils of war. But the most disquieting of all the tales of spoliation to which we have had recently to give publicity was the narrative told by the Rev. A. A. Phillips which described the robbery of his party in the Yangtze gorges while on their way from Szechuan to the coast. There is something revolting in the thought of those rough scoundrels subjecting English ladies to the indignity of being searched. In spite of the fact that H.M.S. "Wildgeon" arrived in time to hurry the departure of the desperadoes they got away with such booty as they were able to collect in the time at their disposal. The fact that the "Wildgeon" turned up at the opportune moment was a piece of pure luck which is not likely to happen very often. This is as well known to the pirates as to their victims and the fact that foreigners have been successfully plundered of their goods will be known to the whole fraternity of pirates who infest the Yangtze and will tend to make travelling even more perilous than it has been during the past months. Even after the capture of the U.S. "Minocacy" had put a guard with a machine-gun on board, the travellers' household was fired on three times: let us hope that the answer sent by the machine-gun will also be interpreted as a fair warning to the gentlemen of the road that a foreign flag must be respected whatever disrespect they are willing to show to that of their own country.

The upper Yangtze is, as every one knows, the main artery of trade between the coast and West China. It would seem that now every district has its local brigand who exercises authority over a certain stretch of water. All boats passing over that particular part of the river must pay tribute or take the consequences. The result of course must be that trade is killed and traffic becomes impossible. For the sum paid to one pirate does not carry with it immunity from being robbed or even murdered by the next. Boatmen, for their own protection, establish a liaison with the marauders and the destination and value of every boatload of cargo is quite well known to these gentry before a start has been made.

This, to be sure, is the negation of government. China is striving

SCORNING OF ART.

BERNARD SHAW'S VIEWS.

I asked Mr. Bernard Shaw (writes a London representative of the *Manchester Guardian*) for his opinion on the proposed addition of two extra paying days at the National Gallery. The position under the proposed plan will be that the Gallery will be open free to visitors only on two week-days and on Sunday afternoons. The official explanation of the step is that the Government grant is too small, and more money is needed to buy pictures.

"I think," he said, "that the whole proposal shows a pitiful want of genuine business aptitude. It was decided at the beginning of the war that art and education were of no value to England, and accordingly all the public picture galleries were turned into offices doing war business and the children of the schools were turned out into the fields."

As the members of the Government were not conscious of any privation in the matter, they have determined to continue this policy by cutting off supplies from the National Gallery, but as usual, they have gone about it very stupidly.

"It seems to me that what is wanted is a comprehensive scheme for realising (I believe that is the commercial expression) the immense commercial value of the National Gallery, the British Museum, the Wallace Collection, and all the other institutions which are now being wasted on unbusinesslike fancies like the fine arts."

"It has also been apparently overlooked by the Government that the musical services and the attractions to sightseers of Westminster Abbey and St. Paul's could be made a considerable source of revenue by installing the turnstile and the paying-box at the doors of these edifices."

These are only the most obvious suggestions. The policy of abolishing Kultur, now spelt with a K, and recognising it as a pernicious German institution, could, if thoroughly carried out, probably wipe off the war debt. It would also leave us in that unique position among civilised States of which we have always been so proud.

The French Government is accusing Wangel of ingratitude after 200,000,000 francs has been spent on him. Mr. Churchill spent more than twenty times as much over the same adventure, and has a claim to twenty times as much gratitude. The fact is that these tools of intriguing statesmen have no cause for gratitude at all. They are simply hirelings who have been let down. They have done a dirty job and been ill-paid for it, observes a contemporary.

desperately to be recognized by Western Powers as a nation of equal rank with those that are ranked as civilized Powers and yet she is not able to afford the elementary protection to travellers on her greatest inland waterway. She is overrun with an army, some ten times as large as she has any need for, but so far from that army being any protection to her people it is the country's greatest danger. And so we return to the text from which we started. China is, according to her apologists, the most peace-loving nation on earth but look north, south, east or west one sees nothing but seething unrest. It is as foolish as it is futile to sigh for the good old days, but the mandarins who were then the butt of many gibes for their inefficiency would have made short work of the petty brigands who are ruining, not only the trade of China's greatest and wealthiest province, but what is of more importance, the credit and fair fame of the country.

BIRD-LIFE.

WILFUL DESTRUCTION.

DANGER TO HUMAN RACE.

Viscountess Astor, M.P., presiding at a lecture by Mr. Willoughby Deane, Hon. Secretary of the Plumage Bill Group, in the theatre of the Royal Society of Arts in last week, said the vast majority of people were behind those who were protesting against the iniquities of the plumage trade. In the House of Commons it was only members interested in the trade, either directly or through their constituencies, who obstructed the Bill. She denied that the Bill would cause unemployment, and expressed the belief that the House of Commons was losing its idealism. Ten Bills had been blocked by obstructionists, though supported by great majorities, and the House of Lords had passed the Bill twice without opposition.

Mr. Willoughby Deane said that many found it hard to believe that 35,000,000 skins had been imported to gratify a whim of fashion. Such destruction of bird-life imperilled the whole human race; indeed, the Regius Professor of Natural History at Aberdeen University had declared that "six years without birds might bring the whole of modern Nature to an end." To the native hunter a brilliantly plumaged bird was simply a bird to be killed and sold or exchanged for rum or opium. In America the plumage prohibition laws were passed only just in time. We lagged behind, but an Act of Parliament was necessary not only to save beautiful species, but also for the sake of preserving good relations with India, the Dominions, and the Crown Colonies.

SUPERSTITIONS.

NEW HOUSES.

The superstition that when a family moves into a new house there will shortly be a death in that family is, fortunately, not so prevalent as some others or the housing problem would be greater than it is. But the superstition exists.

The writer knew a man of millions, prominent in national affairs, who having bought an estate, hesitated for years to pull down the old house on it and build a new one because of this ancient superstition. Finally he risked it and died—some twelve years later and when he was about seventy-six years old.

The origin of this superstition is plain. It is a "hangover" from the days when it was thought necessary in order to assure the stability and the good fortune of a new building to propitiate the gods by a human sacrifice. Human beings were enclosed in the walls or buried alive under the corner-posts or pillars of the new edifice. The books are full of instances of this practice which appears to have persisted into early Christian times. There is a castle in Germany where they will show you the place where a child was buried into the walls at its erection; and the legend is well known of how the evil spirits threw down St. Columba's church on Iona Island as fast as he built it until he had buried a man alive under one of the pillars, when all went well.

In Greece to-day it is said to be the custom of builders to surreptitiously measure a man's shadow and bury the resulting figures under the new building—the best that can be done in view of the popular prejudice now-a-days against human sacrifice. And every once in a while you may hear the old saying "When the house is finished the hearse stands at the door." Some profess to see in the custom of laying corner-stones a survival from the bloody practice of our barbarian ancestors in their building operations.

DAIRY FARM NEWS.

JUST RECEIVED

consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets,
Haddocks,
Kippers.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

WHITEAWAY'S

FAMOUS ENGLISH MADE INDIA GAUZE
UNDERWEAR Nos. 110, 330, 440, 330.



NOTE THE VENTILATED THE IDEAL UNDERWEAR GUSSETS FOR HOT WEATHER.

QUALITIES 110, 330, 440

As Illustration.

PURE WHITE INDIA GAUZE

VESTS with Button Fronts

Short Sleeves

Sizes 32 to 50

Underwear is the Article of Apparel that requires the greatest care in its selection. The IDEAL UNDERWEAR for hot weather, must be light in weight, Durable, Absorbent. Our INDIA GAUZE UNDERWEAR have these qualities. Made from the Finest Grades of Cotton, cool and comfortable, not heavy, but extra strong.

GIVE THEM A TRIAL

QUALITY 330, PURE WHITE
INDIA GAUZE VESTS.

BUTTONLESS WITH SHORT

SLEEVES, AS SHOWN IN

ILLUSTRATION, FITTED WITH

THE NON-TEARABLE NECK-

BAND. SIZES 34 to 46.

WHITEAWAY, LAIDLAW & CO., LTD

MEN'S WEAR SPECIALISTS

HONGKONG.

AMERICAN JOURNAL'S
TRIBUTE.

"THESE BRAVE DEAD WE DO
NOT MEET."

The New York Evening Post includes an article on "The men we cannot beat" as follows: In contest between the British and Americans the British hardly forget that some of their best runners will never break a tape, their best golfers never lift a mallet. The runners made their sprint in the smoke of the Somme, and the polo players died putting their last ounce behind a bayonet. "Australians who watched America win

at Auckland must have thought of Wilking, the giant who played so smashingly at Forest Hills in the summer of 1914 and a few months later was gone at Gallipoli. Not far from it a million British died in the field; the battle dead of India-Australia alone equalled ours. Our trials are too good sportsmen to mention the fact, but all the more reason why we should do so. These brave dead we do not meet."

CAUSE OF DESPONDENCY.
DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

CASCADE BEER.

A PURE MALT BEVERAGE.
BREWED & BOTTLED IN CANADA.

Stocked by all the dealers and Messrs. A. S. WATSON & Co., Ltd., sole distributors in Kowloon.

Sole Importers:—

COLONIAL COMMERCIAL CO., LTD.

New Government Buildings,

Telephone No. 188.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

SWATOW.

May 6-D.L.	Hailong.
8-O.S.K.	Amakusa Mar.
10-D.L.	Hailong.
12-O.S.K.	Amakusa Mar.
14-D.L.	Hailong.
16-O.S.K.	Amakusa Mar.
18-D.L.	Hailong.
20-O.S.K.	Amakusa Mar.

AMOI.

May 6-D.L.	Hailong.
8-O.S.K.	Amakusa Mar.
10-D.L.	Hailong.
12-O.S.K.	Amakusa Mar.
14-D.L.	Hailong.
16-O.S.K.	Amakusa Mar.
18-D.L.	Hailong.
20-O.S.K.	Amakusa Mar.

FOOCHOW.

May 10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.
18-D.L.	Hailong.
20-D.L.	Hailong.

SHANGHAI.

May 7-O.S.K.	Chowang.
9-O.S.K.	Chowang.
11-O.S.K.	Chowang.
13-O.S.K.	Chowang.
15-O.S.K.	Chowang.
17-O.S.K.	Chowang.
19-O.S.K.	Chowang.
21-O.S.K.	Chowang.
23-O.S.K.	Chowang.
25-O.S.K.	Chowang.
27-O.S.K.	Chowang.
29-O.S.K.	Chowang.
31-O.S.K.	Chowang.

TIENTSIN.

May 2-O.S.K.	Chowang.
4-O.S.K.	Chowang.
6-O.S.K.	Chowang.
8-O.S.K.	Chowang.
10-O.S.K.	Chowang.
12-O.S.K.	Chowang.
14-O.S.K.	Chowang.
16-O.S.K.	Chowang.
18-O.S.K.	Chowang.
20-O.S.K.	Chowang.
22-O.S.K.	Chowang.
24-O.S.K.	Chowang.
26-O.S.K.	Chowang.
28-O.S.K.	Chowang.
30-O.S.K.	Chowang.
31-O.S.K.	Chowang.

TSINGTAO.

May 7-O.S.K.	Chowang.
9-O.S.K.	Chowang.
11-O.S.K.	Chowang.
13-O.S.K.	Chowang.
15-O.S.K.	Chowang.
17-O.S.K.	Chowang.
19-O.S.K.	Chowang.
21-O.S.K.	Chowang.
23-O.S.K.	Chowang.
25-O.S.K.	Chowang.
27-O.S.K.	Chowang.
29-O.S.K.	Chowang.
31-O.S.K.	Chowang.

KEELUNG.

May 8-O.S.K.	Amakusa Mar.
10-O.S.K.	Amakusa Mar.
12-O.S.K.	Amakusa Mar.
14-O.S.K.	Amakusa Mar.
16-O.S.K.	Amakusa Mar.
18-O.S.K.	Amakusa Mar.
20-O.S.K.	Amakusa Mar.
22-O.S.K.	Amakusa Mar.
24-O.S.K.	Amakusa Mar.
26-O.S.K.	Amakusa Mar.
28-O.S.K.	Amakusa Mar.
30-O.S.K.	Amakusa Mar.
31-O.S.K.	Amakusa Mar.

PUKOW.

May 10-O.S.K.	Shantung.
12-O.S.K.	Shantung.
14-O.S.K.	Shantung.
16-O.S.K.	Shantung.
18-O.S.K.	Shantung.
20-O.S.K.	Shantung.
22-O.S.K.	Shantung.
24-O.S.K.	Shantung.
26-O.S.K.	Shantung.
28-O.S.K.	Shantung.
30-O.S.K.	Shantung.
31-O.S.K.	Shantung.

HAIPHONG AND HOIHOW.

May 8-O.S.K.	Kaifong.
10-O.S.K.	Kaifong.
12-O.S.K.	Kaifong.
14-O.S.K.	Kaifong.
16-O.S.K.	Kaifong.
18-O.S.K.	Kaifong.
20-O.S.K.	Kaifong.
22-O.S.K.	Kaifong.
24-O.S.K.	Kaifong.
26-O.S.K.	Kaifong.
28-O.S.K.	Kaifong.
30-O.S.K.	Kaifong.
31-O.S.K.	Kaifong.

SAIGON.

May 10-M.M.	Amakusa Mar.
12-M.M.	Amakusa Mar.
14-M.M.	Amakusa Mar.
16-M.M.	Amakusa Mar.
18-M.M.	Amakusa Mar.
20-M.M.	Amakusa Mar.
22-M.M.	Amakusa Mar.
24-M.M.	Amakusa Mar.
26-M.M.	Amakusa Mar.
28-M.M.	Amakusa Mar.
30-M.M.	Amakusa Mar.
31-M.M.	Amakusa Mar.

SINGAPORE.

May 19-A.L.	Lake Onawa.
21-A.L.	Lake Onawa.
23-A.L.	Lake Onawa.
25-A.L.	Lake Onawa.
27-A.L.	Lake Onawa.
29-A.L.	Lake Onawa.
31-A.L.	Lake Onawa.

BANGKOK.

May 10-O.S.K.	Chowang.
12-O.S.K.	Chowang.
14-O.S.K.	Chowang.
16-O.S.K.	Chowang.
18-O.S.K.	Chowang.
20-O.S.K.	Chowang.
22-O.S.K.	Chowang.
24-O.S.K.	Chowang.
26-O.S.K.	Chowang.
28-O.S.K.	Chowang.
30-O.S.K.	Chowang.
31-O.S.K.	Chowang.

PHILIPPINE ISLANDS, ETC.

May 10-O.S.K.	Chowang.
12-O.S.K.	Chowang.
14-O.S.K.	Chowang.
16-O.S.K.	Chowang.
18-O.S.K.	Chowang.
20-O.S.K.	Chowang.
22-O.S.K.	Chowang.
24-O.S.K.	Chowang.
26-O.S.K.	Chowang.
28-O.S.K.	Chowang.
30-O.S.K.	Chowang.
31-O.S.K.	Chowang.

MANILA.

May 8-O.S.K.	Yuenyang.
10-O.S.K.	Yuenyang.
12-O.S.K.	Yuenyang.
14-O.S.K.	Yuenyang.
16-O.S.K.	Yuenyang.
18-O.S.K.	Yuenyang.
20-O.S.K.	Yuenyang.
22-O.S.K.	Yuenyang.
24-O.S.K.	Yuenyang.
26-O.S.K.	Yuenyang.
28-O.S.K.	Yuenyang.
30-O.S.K.	Yuenyang.
31-O.S.K.	Yuenyang.

KUCHING.

May 10-O.S.K.	Chowang.
12-O.S.K.	Chowang.
14-O.S.K.	Chowang.
16-O.S.K.	Chowang.
18-O.S.K.	Chowang.
20-O.S.K.	Chowang.
22-O.S.K.	Chowang.
24-O.S.K.	Chowang.
26-O.S.K.	Chowang.
28-O.S.K.	Chowang.
30-O.S.K.	Chowang.
31-O.S.K.	Chowang.

SAYA PORTS, ETC.

May 9-Nanyo Y.K.	Macassar Mar.
11-Nanyo Y.K.	Macassar Mar.
13-Nanyo Y.K.	Macassar Mar.
15-Nanyo Y.K.	Macassar Mar.
17-Nanyo Y.K.	Macassar Mar.
19-Nanyo Y.K.	Macassar Mar.
21-Nanyo Y.K.	Macassar Mar.
23-Nanyo Y.K.	Macassar Mar.
25-Nanyo Y.K.	Macassar Mar.
27-Nanyo Y.K.	Macassar Mar.
29-Nanyo Y.K.	Macassar Mar.
31-Nanyo Y.K.	Macassar Mar.

INDIAN PORTS, ETC.

May 8-N.Y.K.	Tosa Mar.
10-N.Y.K.	Tosa Mar.
12-N.Y.K.	Tosa Mar.
14-N.Y.K.	Tosa Mar.
16-N.Y.K.	Tosa Mar.
18-N.Y.K.	Tosa Mar.
20-N.Y.K.	Tosa Mar.
22-N.Y.K.	Tosa Mar.
24-N.Y.K.	Tosa Mar.
26-N.Y.K.	Tosa Mar.
28-N.Y.K.	Tosa Mar.
30-N.Y.K.	Tosa Mar.
31-N.Y.K.	Tosa Mar.

CALCUTTA.

May 8-N.Y.K.	Tosa Mar.
10-N.Y.K.	Tosa Mar.
12-N.Y.K.	Tosa Mar.
14-N.Y.K.	Tosa Mar.
16-N.Y.K.	Tosa Mar.
18-N.Y.K.	Tosa Mar.
20-N.Y.K.	Tosa Mar.
22-N.Y.K.	Tosa Mar.
24-N.Y.K.	Tosa Mar.
26-N.Y.K.	Tosa Mar.
28-N.Y.K.	Tosa Mar.
30-N.Y.K.	Tosa Mar.
31-N.Y.K.	Tosa Mar.

BOMBAY AND COLOMBO.

May 10-P.O.	Dilwara.
12-P.O.	Dilwara.
14-P.O.	Dilwara.
16-P.O.	Dilwara.
18-P.O.	Dilwara.
20-P.O.	Dilwara.
22-P.O.	Dilwara.
24-P.O.	Dilwara.
26-P.O.	Dilwara.
28-P.O.	Dilwara.
30-P.O.	Dilwara.
31-P.O.	Dilwara.

AUSTRALIAN PORTS.

May 8-E.A.	Rangoon.
10-E.A.	Rangoon.
12-E.A.	Rangoon.
14-E.A.	Rangoon.
16-E.A.	Rangoon.
18-E.A.	Rangoon.
20-E.A.	Rangoon.
22-E.A.	Rangoon.
24-E.A.	Rangoon.
26-E.A.	Rangoon.
28-E.A.	Rangoon.
30-E.A.	Rangoon.
31-E.A.	Rangoon.

SYDNEY AND MELBOURNE.

May 8-E.A.	Rangoon.
10-E.A.	Rangoon.
12-E.A.	Rangoon.
14-E.A.	Rangoon.
16-E.A.	Rangoon.
18-E.A.	Rangoon.
20-E.A.	Rangoon.
22-E.A.	Rangoon.
24-E.A.	Rangoon.
26-E.A.	Rangoon.
28-E.A.	Rangoon.
30-E.A.	Rangoon.
31-E.A.	Rangoon.

JAPAN PORTS.

May 7-E.A.	St. Albans.
9-E.A.	St. Albans.
11-E.A.	St. Albans.
13-E.A.	St. Albans.
15-E.A.	St. Albans.
17-E.A.	St. Albans.
19-E.A.	St. Albans.
21-E.A.	St. Albans.
23-E.A.	St. Albans.
25-E.A.	St. Albans.
27-E.A.	St. Albans.
29-E.A.	St. Albans.
31-E.A.	St. Albans.

HAMBURG.

May 7-E.A.	St. Albans.
9-E.A.	St. Albans.
11-E.A.	St. Albans.
13-E.A.	St. Albans.
15-E.A.	St. Albans.
17-E.A.	St. Albans.
19-E.A.	St. Albans.
21-E.A.	St. Albans.
23-E.A.	St. Albans.
25-E.A.	St. Albans.
27-E.A.	St. Albans.
29-E.A.	St. Albans.
31-E.A.	St. Albans.

CROUP.

May 7-E.A.	St. Albans.
9-E.A.	St. Albans.
11-E.A.	St. Albans.
13-E.A.	St. Albans.
15-E.A.	St. Albans.
17-E.A.	St. Albans.
19-E.A.	St. Albans.
21-E.A.	St. Albans.
23-E.A.	St. Albans.
25-E.A.	St. Albans.
27-E.A.	St. Albans.
29-E.A.	St. Albans.
31-E.A.	St. Albans.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very easy to catch and very difficult to cure. It is a disease of the throat and lungs, and is caused by a germ which is everywhere. It is a disease of the throat and lungs, and is caused by a germ which is everywhere. It is a disease of the throat and lungs, and is caused by a germ which is everywhere.

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AMERICAN PORTS.

VANCOUVER.

May 10-C.P.O.S.	Empress of Japan.
12-C.P.O.S.	Empress of Japan.
14-C.P.O.S.	Empress of Japan.
16-C.P.O.S.	Empress of Japan.
18-C.P.O.S.	Empress of Japan.
20-C.P.O.S.	Empress of Japan.
22-C.P.O.S.	Empress of Japan.
24-C.P.O.S.	Empress of Japan.
26-C.P.O.S.	Empress of Japan.
28-C.P.O.S.	Empress of Japan.
30-C.P.O.S.	Empress of Japan.
31-C.P.O.S.	Empress of Japan.

VICTORIA.

May 14-A.L.	Wenatchee.
16-A.L.	Wenatchee.
18-A.L.	Wenatchee.
20-A.L.	Wenatchee.
22-A.L.	Wenatchee.
24-A.L.	Wenatchee.
26-A.L.	Wenatchee.
28-A.L.	Wenatchee.
30-A.L.	Wenatchee.
31-A.L.	Wenatchee.

SEATTLE.

May 6-O.S.K.	Manila Mar.
8-O.S.K.	Manila Mar.
10-O.S.K.	Manila Mar.
12-O.S.K.	Manila Mar.
14-O.S.K.	Manila Mar.
16-O.S.K.	Manila Mar.
18-O.S.K.	Manila Mar.
20-O.S.K.	Manila Mar.
22-O.S.K.	Manila Mar.
24-O.S.K.	Manila Mar.
26-O.S.K.	Manila Mar.
28-O.S.K.	Manila Mar.
30-O.S.K.	Manila Mar.
31-O.S.K.	Manila Mar.

PORTLAND.

June 2-A.L.	Abercrombie.
4-A.L.	Abercrombie.
6-A.L.	Abercrombie.
8-A.L.	Abercrombie.
10-A.L.	Abercrombie.
12-A.L.	Abercrombie.
14-A.L.	Abercrombie.
16-A.L.	Abercrombie.
18-A.L.	Abercrombie.
20-A.L.	Abercrombie.
22-A.L.	Abercrombie.
24-A.L.	Abercrombie.
26-A.L.	Abercrombie.
28-A.L.	Abercrombie.
30-A.L.	Abercrombie.
31-A.L.	Abercrombie.

SAN FRANCISCO.

May 14-T.K.K.	Persia Mar.
16-T.K.K.	Persia Mar.
18-T.K.K.	Persia Mar.
20-T.K.K.	Persia Mar.
22-T.K.K.	Persia Mar.
24-T.K.K.	Persia Mar.
26-T.K.K.	Persia Mar.
28-T.K.K.	Persia Mar.
30-T.K.K.	Persia Mar.
31-T.K.K.	Persia Mar.

LOS ANGELES.

May 22-S.D.	West Carmonia.
24-S.D.	West Carmonia.
26-S.D.	West Carmonia.
28-S.D.	West Carmonia.
30-S.D.	West Carmonia.
31-S.D.	West Carmonia.

VALPARAISO.

May 22-N.Y.K.	Amakusa Mar.
24-N.Y.K.	Amakusa Mar.
26-N.Y.K.	Amakusa Mar.
28-N.Y.K.	Amakusa Mar.
30-N.Y.K.	Amakusa Mar.
31-N.Y.K.	Amakusa Mar.

NEW YORK.

SAN FRANCISCO.

May 14.—T. K. K. Persia Maru.

